START OF ROLL

ROLL NO.: 24

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION COMMISSION MEETING MINUTES

FIRST FILE: Volume 18

July 1, 1990 - December 31, 1990

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VOLUME 18

PART 1

COMPLETE

MINUTES OF THE OREGON TRANSPORTATION COMMISSION

COVERING PERIOD

FROM

JULY 1, 1990

TO

DECEMBER 31, 1990

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

At 2:30 p.m., July 16, 1990, the Oregon Transportation Commission met at the Ponderosa Best Western Motel, 577 West Monroe Street in Burns for a tour of the area by bus. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.) Those present on the tour were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Wanda Kennedy, Assistant Administrator of Aeronautics Division
Donald E. Forbes, State Highway Engineer
J. X. Wilson, Region 5 Engineer
Fran Neavoll, Commission Services

There were other staff persons on the tour, including Gil Bellamy and John Ross of the Traffic Safety Commission. Also present on the tour were six local officials.

While the tour proceeded over the Frenchglen Highway, Mr. Scott Franklin, Transportation Supervisor at the Burns High School, commented that the Steens Highway-Wrights Point Section needs widening. He said the school bus travels this road six times a day, and it is difficult for the school bus to pass large trucks on this section due to its width. Mr. Wilson commented that this project is in the Development Section of the Six-Year Highway Improvement Program.

Harney County Commissioner Lee Wallace explained to the Commission what had happened to their road system when the flooding occurred several years ago. The Commission viewed how the highway was built up to accommodate the situation.

The tour group continued on a county road to a section called The Narrows viewing Mud, Harney and Malheur Lakes.

A stop was made at the Malheur National Wildlife Refuge, located 40 miles south of Burns. Forrest Cameron briefed the Commission on the Refuge. He mentioned that in 1908 President Roosevelt protected Malheur, Harney and Mud Lakes as a migratory bird sanctuary. Today the Refuge consists of 185,000 acres that include Malheur, Harney and Mud Lakes, numerous ponds, Blitzen Valley, Alkali Flats, rimrocks and sagebrush-covered hills. On the south shore of the lake, the Commission viewed the museum displaying nearly 200 mounted bird species.

The tour continued on to Princeton over the Steens Highway.

Ed Immel joined the tour to explain a railroad elevation project in Harney County between Lawen and Crane along the Steens Highway. He mentioned the railroad track had been washed out in 1984 due to the flooding. A $3.6 million project began on November 12, 1989, to reconstruct and elevate 6.3 miles of railroad track. He commented the work was done in two segments. The easterly segment extended from railroad mileposts 131 to 132.5 while the westerly segment lay between mileposts 133.5 and 138.3 near Lawen. He said the track was elevated to 4,105 feet above sea level, which is 2.5 feet above the highest water level. He mentioned this was a cooperative project between the U. S. Army Corps of Engineers, the State of Oregon, Harney County, and shippers in Harney County. He said the first train out of Burns was operated on February 2, 1990. The benefits to this project are that shippers in Burns will have direct rail service to their markets in the Mid-west and East Coast. The U. S. Forest Service receives $1.9 million in additional revenue by having the railhead in Burns rather than in Baker. This is a result of timber stumpage estimates being higher the closer the mills are to a railhead. This also results in more timber revenues to Harney County.

Mr. Wilson pointed out to the Commission the reconstruction of the Lawen Section and a section of road that was being recycled in Burns.

The tour concluded at 6:15 p.m.

At 7 p.m. that evening, the Transportation Commission had dinner with local officials at the Valley Golf Club, Highway 20 West in Hines. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Carol Mitchell, representing Assistant Director for Strategic Planning and Communications
Donald E. Forbes, State Highway Engineer
David P. Moomaw, Administrator of Motor Vehicles Division
Wanda Kennedy, Assistant Administrator of Aeronautics Division
J. X. Wilson, Region 5 Engineer
Fran Neavoll, Commission Services

There were other staff persons present for the dinner, including Gil Bellamy and John Ross of the Traffic Safety Commission. There were approximately 25 local officials from Harney and Grant Counties; Cities of Burns, Hines, and Lakeview; and State Senator Eugene Timms.

Following dinner, Harney County Commissioner Lee Wallace showed a video of Harney County entitled "Undiscovered Oregon". The video showed the variety of activities available in Harney County, such as geology, history, ranching and farming, recreation, birding, and wildlife.

4) Adopted 1990 Attorney General's Administrative Law Manual and Uniform and Model Rules of Procedure under the Administrative Procedure Act dated March 1990 by amending the following rules: OAR 731-01-005, 734-01-005, 738-01-005, 738-20-045, and 732-01-005. Administrative Rule No. 364 on file in Commission's files, Salem. The rule will be published in the Secretary of State's Administrative Rule Bulletin.

5) Renewed the Motor Vehicles Division's annual membership in the National Committee on Uniform Traffic Laws and Ordinances in the amount of $2,000 for the period July 1, 1990, through June 30, 1991.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Assistant Director for Administration	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Engineer	Exhibit H
Region 4 Engineer	Exhibit I
Engineer of Materials and Research	Exhibit J
Roadway Section Manager	Exhibit K
Public Transit Administrator	Exhibit L
Highway Controller	Exhibit M

The Commission unanimously confirmed their telephone meeting date of August 21, 1990, at 2:00 p.m. (Later, the time was changed to 1:15 p.m.)

The Commission tentatively set the following meeting dates of September 17 and 18, 1990, in Newport. Mr. Bothman briefly told the Commission of the tentative plans for this meeting in Newport.

Mr. Bothman discussed the "Oregon Benchmarks" report, which is a key effort of the Oregon Progress Board created by the 1989 Legislature to implement "Oregon Shines", the State economic development strategy. This report is an attempt to set measurable goals and objectives for State Government. He said the Department has participated in both the "Oregon Shines" effort and the Benchmark development. He stated he felt that transportation is a critical element in achieving the State's development objectives and it is important that the State's development strategies reflect both the role of transportation and its needs.

Chairman Hollern said the Commission enjoyed the tour of the country and the viewing of the wildlife. He said the Commission will try to meet their transportation needs, and he thanked them for their hospitality. The dinner meeting concluded at 8:20 p.m.

At 8:30 a.m., July 17, 1990, the Oregon Transportation Commission held its regular monthly meeting at the Harney County Museum Club Room, 18 West D Street in Burns. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Carol Mitchell, representing Assistant Director for Strategic Planning and Communications
David P. Moomaw, Administrator of Motor Vehicles Division
Wanda Kennedy, Assistant Administrator of Aeronautics Division
Joni Reid, representing Public Transit Division
Donald E. Forbes, State Highway Engineer
J. X. Wilson, Region 5 Engineer
Fran Neavoll, Commission Services

There were other staff persons present.

Chairman Hollern opened the meeting by saying that the Commission was pleased to be in Harney County and the tour the previous day was interesting and informative.

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the June 18 and 19, 1990, meetings.

2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. (Real Property Condemnation Resolution No. 2824 in Commission's files, Salem.)

3) Reappointed David Povey, Jill Dougherty, and Glenn Menzie to the Winter Recreation Advisory Committee. Each will serve a four-year term from July 1, 1990, through June 30, 1994.

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Mr. Bothman reported that the Oregon Progress Board is seeking comments on this work draft of "Oregon Benchmarks", and they would like to know if there is agreement with the Benchmarks proposed to measure Oregon's progress in the next 20 years. The Board would also like to know of additional Benchmarks that are important and what Oregon must do to achieve those Benchmarks.

Mr. Bothman said the report on pages 19 and 25 discusses the transportation issues. He asked that the Commission raise their concerns about the draft during the August 21 telephone meeting or forward any comments to him. He said the Department will finalize a response by September 7 and the Commission will be asked at their September meeting to approve the response to the Progress Board. (Copy of "Oregon Benchmarks" Report in Commission's files, Salem.)

Larry Christianson reported to the Commission that the Oregon Lifebelt Committee had gathered more than 80,000 signatures to put the proposed mandatory seatbelt initiative on the November General Election ballot. He said the Committee appreciates the Commission's endorsement of the proposal. He mentioned the Secretary of State will now verify those signatures but it appears the measure will qualify for the November ballot.

Mr. Moomaw requested authority to appear before the September Emergency Board for an increase of $3,052,863 in the 1989-91 budget expenditure limitation, to establish 15.5 full-time permanent positions and to abolish 3.94 full-time limited duration positions. The request is needed due to significant deterioration of service levels in Field Office waiting times and transaction processing in the Central Office, as well as shortages in license plates, driver manuals, building rents and other major service/supply items.

Doug Manthe, Assistant Administrator for Administration, outlined the revenue projections which are expected to cover the projected expenditures. He handed the Commission a one-page document that showed the 1989-91 estimated expenditures at $89,284,000 and the 1989-91 funding sources at $89,552,000. The surplus amount available for future needs total $268,000. The funding strategy was explained in detail to the Commission. (Copy of handout in Commission's files, Salem.)

Jim Hunter, Deputy Administrator of the Motor Vehicles Division, handed the Commission the following documents:

Transaction comparison from the 1987-89 biennium to the 1988-91 actuals plus forecast.

Driver services activity (forecast vs. actual).

Field Office average waiting times per month for calendar year 1990 (average waiting time in 1990 is 21 minutes compared to June 1989 which was 13 minutes).

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1989-1990 Field Office waiting time analysis.

Title processing time.

Entry of in-state convictions.

(Copy of documents in Commission's files.)

Mr. Hunter explained the additional expenditure is needed for the Division to move closer to achieving established service levels of 15 minutes statewide average waiting time in Field Offices, entering convictions on driving records within 12 days, and processing vehicle title applications within 21 days.

Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission.

Mr. Hunter requested approval to appear before the September Emergency Board for an increase of $279,826 in the 1989-91 budget expenditure limitation needed to fund consultant assistance and related activities necessary to replace the Field Office computer system and develop an overall information systems strategic plan, as directed by the 1989 Legislature.

Mr. Hunter mentioned that in September 1989 the Commission had authorized the hiring of a consultant to assist with developing the information systems strategic plan and replacing the DRIVE network. As work on the project developed, it became increasingly apparent that more effort and funding than originally planned would be needed to complete the project. He said rather than making a significant modification to the consultant contract, the Division negotiated a termination agreement with the consultant and proceeded with a new Request for Proposal.

Mr. Hunter commented that with the withdrawal of the manufacturer support for the Field Office DRIVE system in February 1993, coupled with the need to develop an overall plan for replacing the mainframe information system, a timely continuation of the project is needed.

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Following Mr. Hunter's detailed report, Commissioner Bolender moved for approval of his request. The motion carried unanimously by the Commission approving the following:

Consultant personal services contract to develop the plan and assist with DRIVE replacement requirements. Actual RFP calls for the contract not to exceed $275,000, but some payments are scheduled for 1991-93 biennium. (Authorized Administrator of Motor Vehicles Division to sign contract.)	$258,500
Project travel for attending DRIVE replacement benchmark and performance evaluations, follow-up travel to other jurisdictions to continue partnership and project efforts, on-site reference checks of proposal finalists, and additional travel requested of consultant.	$ 32,031
Project expenses to cover per diem costs for Division project team working away from home station, computer equipment costs, and reproduction costs/office supplies.	$ 21,072
Total Expenditures	$311,603
Less Allocated Funds Remaining	($ 31,777)
Increase in Expenditure Limitation	$279,826

Joni Reid, the Public Transit Division's Field Representative, advised the Commission of an intercity-interstate cooperative pilot project of providing bus service from Walla Walla, Washington, to Milton-Freewater. She said a bus system in Walla Walla started the service in June with a ridership of 221 the first 12 days. The cost for the first six months totals $5,000. She mentioned if the project is extended, there may be need for additional funding.

Ms. Reid invited the Commission to participate in the 12th Annual Oregon Transportation Conference entitled "Transit in the '90s" to be held at the Eugene Hilton Hotel on October 14 through 16, 1990.

Judy Gregory updated the Commission on the day care proposal. She recalled that the Commission had approved a decision package in the 1991-93 budget for $50,000 for this pilot project. She said it is necessary to ask that this be increased by $31,000 to a new total of $81,000 to cover the cost of rent and utilities on the day care site. She mentioned that a Request for Proposal had been received and the Salem Family YMCA was chosen to operate the center. She said the day care center will open in August and the benefit figures will be monitored. Commissioner Ford moved for approval and the motion carried unanimously approving the increase in the decision package.

Brian Gregor requested approval for the Department to distribute the draft State Agency Coordination Program and administrative rule. (A copy of the draft Program had been mailed to the Commission on July 2, 1990.) He handed to the Commission a summary of the changes to the draft. (Copy of changes in Commission's files, Salem.) He mentioned a public hearing has been scheduled for August 15. After the public hearing, the testimony will be summarized and the Commission will be briefed at their August 21 telephone meeting. He said at that time, the Commission will be asked to concur with the Program or defer approval until the September meeting. He said the administrative rule will be presented for adoption at the September meeting. The Commission approved distributing the draft with the changes as presented by Mr. Gregor.

Virlena Crosley briefed the Commission on a request for funding for a program called the Oregon Student Safety on the Move (OSSOM). She handed the Commission a document from the Traffic Safety Commission entitled 1989 Rescue the Children Plan. (Copy in Commission's files, Salem.) She explained that the youth-oriented traffic safety program to increase student awareness of the dangers of driving and drinking has been administered by the Traffic Safety Commission. The Federal Government supplied "seed" money but they have now indicated that funding could be eliminated entirely. She said Representative Mary Alice Ford is interested in sponsoring legislation to increase the driver license fee to help fund the program. She mentioned the Department was working to pursue program operation and funding with the Department of Education. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission approving $250,000 in the Motor Vehicles Division budget for the 1991-93 biennium. (Gil Bellamy and John Ross of the Traffic Safety Commission were present at the meeting.)

Mr. Forbes requested that the Commission defer action on the final 1991-1996 Six-Year Highway Improvement Program until after the delegations are heard. He reviewed adjustments to the following projects made since the last meeting:

Troutdale-223rd Project, Columbia River Highway, Multnomah County: Request to advance right-of-way to 1993. Recommend advancing construction on entire project.

Hawthorne Bridge: Multnomah County was concerned about funding for this project. No adjustments have been made to the funding for that project.

Sunnybrook Interchange: Clackamas County requested construction for 1993. No funds are available. Recommend discretionary funding in that year.

Woodburn City Limits-Lincoln Street Project, 99E: Request to advance project from 1995 to 1992. Recommend change.

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Laurel Hill-Rhododendron Section, Mt. Hood Highway, from Portland to Government Camp, Clackamas County: Project will remain in construction 1994. Recommend reconnaissance section from Laurel Hill-Timberline.

Banks South City Limits-Forest Grove North City Limits, Nehalem Highway, Washington County: Recommend approving request to advance construction to 1993 from 1995.

Highway 47 Bypass, Nehalem Highway, Washington County: Recommend development section for final environmental impact statement in 1994.

Bend Bypass, Deschutes County: Request to delay project. Recommend project remain in the program as originally planned.

Mr. Forbes outlined the allocation for each Region based on population, revenue generated, highway capacity and modernization needs as follows:

Region #	Range of Funding	Current Program
1	28-43%	27%
2	21-26%	20%
3	15-27%	21%
4	7-13%	14%
5	6-12%	13%
Statewide		5%

Mr. Forbes said the Program includes almost $1.4 billion worth of projects for construction and an additional $900 million proposed for future development. Projects totaling another $1.3 billion are listed for future development and construction. The program is overprogrammed by about $200 million.

The Commission deferred action on the Program until after the delegations were heard. (See Pages 9362 through 9365.)

Mr. Forbes asked the Commission's approval to distribute for public comment and review the draft of the Highway Plan. He said the Plan sets the Division's 20-year direction, outlines future needs of the system, revenue requirements to fund those needs, and defines policies, directions, and philosophy of the Commission.

Vice Chairman Whitty said he would approve distributing the Plan for the purposes of reviewing but he was concerned about the toll road and bridge provisions. He said if tolls were enforced, this would create two classes of citizens: those who are able to drive on roads without paying tolls and those who would have to pay tolls to go anywhere.

Vice Chairman Whitty commented that previously he had been given a handout listing the funds allocated among the different kinds of highways and by regions. He had reservations about the allocations and he did not want it assumed that by approving the Plan he was approving the allocations.

Mr. Forbes said a 12-page written document had been mailed to the Commission entitled potential toll projects in Oregon. (Copy in Commission's files, Salem.) He summarized the report as follows:

> Tolling presents an effective and justified alternative for financing highway facilities.
>
> Tolling would be particularly useful for large, high demand projects which would be relatively easy to toll, and which would be difficult to finance without tolling. (Examples: Western Bypass and coastal bridges.)
>
> The need to perform careful transportation studies and traffic diversion analyses of potential toll projects to provide a realistic estimate of a toll project's financial outlook.
>
> Legislative action will be necessary to provide the Division with statutory authority to construct toll highways and to extend the toll on the Astoria Bridge.
>
> New statutory provisions should provide authority for setting and changing toll rates and should establish the purposes for which toll revenue can be used.

Mr. Forbes said he felt the present revenue source of gas tax is the most equitable but he would advocate establishing tolls on the coastal bridges. He commented if the Commission elects to continue the tolls on the Astoria Bridge that other bridges should also be considered.

Commissioner Bolender said he felt there should be a formula for tolling in the State but it was important to consider which projects.

Chairman Hollern said the equity matter on bridges is a real issue. He said it seems reasonable to continue the investigations as a practical matter and to furnish the information to the appropriate Legislative Committees.

Vice Chairman Whitty agreed that the bonding issue should remain in the Highway Plan with the exception of adding the words "feasible and equitable".

The Commission agreed that the staff should continue studying the use of toll roads as an alternate funding source and to present the information to the Legislature. Commissioner Bolender moved for submitting the Highway Plan for public comment and the motion carried unanimously by the Commission.

Mr. Forbes requested authority to enter into flexible services contracts for the performance of preliminary assessments of hazardous waste sites in the amount of $300,000. He said this request is made because the Division does not have the expertise to perform sampling, testing and the design of cleanup actions associated with hazardous materials. The contract would be established for a two-year period on a site-by-site basis. He requested authority to proceed with the selection of consultants

and authority for the State Highway Engineer to sign the contracts. Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission.

Upon Mr. Forbes' recommendation, Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission authorizing increases in project authorizations on the following contracts:

1) Contract No. 10,717, Poverty Flats Road-Meacham Section of the Old Oregon Trail in Umatilla County, in the amount of $1,267,014.93 (9.2 percent increase).

2) Contract No. 10,845, Bologna Creek-Grant County Line Section of the John Day Highway in Wheeler County in the amount of $46,109.72 (22.54 percent increase).

3) Contract No. 10,839, Hoover Hill Road-Brockway Road Section of the Coos Bay-Roseburg Highway in Douglas County in the amount of $107,500 (11.5 percent increase).

4) Contract No. 10,505, Columbia River (Interstate) Bridges Section of Pacific Highway in Multnomah County in the amount of $62,932.08 (12.2 percent increase).

Mr. Forbes requested authority to enter into a contract for preliminary engineering to do the field survey on the Beaverton-Portland Light Rail Transit and Highway Improvements Project. This project will be listed in the Development Section of the 1991-96 Highway Improvement Plan for right-of-way acquisition in Federal Fiscal Year 1994. He explained to maintain the preliminary engineering commitment for the Westside Corridor LRT and Highway Improvements Project, the field survey work must begin early this Fall. He said Region 1 does not have the staff to do the survey work for this project without compromising commitments to other important projects. The estimated cost is $350,000. Commissioner Ford moved for approval and the motion carried unanimously by the Commission authorizing the State Highway Engineer to proceed with the selection of a consultant and to sign the necessary contract.

Upon Mr. Forbes' recommendation, the Commission approved adding the following project to the 1990 Surface Preservation Program:

Burns-Lawen Section, Steens Highway, ORE78, M.P. 0.00-11.16, Harney County.

In 1989, there was a recycle chip seal project in this section. It was replaced during construction by an overlay planned for completion in the 1990 construction season.

Project costs will be $855,000, funded by a combination of remaining 1990 Surface Preservation funds and borrowing the remainder from the 1991 program.

Mr. Forbes recalled that the Commission had approved at the last meeting an additional $500,000 for three-laning the Pelton Dam Road-Rimrock Ranch Road Section of The Dalles-California and Warm Springs Highways in Jefferson County (Contract No. 10,840). He said this increase was to provide funds to correct a major slide caused by the construction work. The contractor will complete the slide correction work and then move off the project until a redesign proposal is finalized. He mentioned that depending upon the magnitude of the work, it may be necessary to extend the existing contract or go out to bid this Fall.

Mr. Forbes recommended adoption of a temporary rule establishing procedures for removing personal property from illegal campsites on state rights-of-way. He explained that the statute provides for the removal of personal property on highway rights-of-way, but had not been previously applied to routine maintenance cleanups of illegal campsites. The Division has now received advice from the Attorney General's office that this statute would apply to those maintenance operations. The purpose of this temporary rule is to implement ORS 377.650 for the cleanup of the illegal campsites only and would apply to all state rights-of-way. Since it is urgent to resume cleanups in the Portland area, it is necessary that this be adopted as a temporary rule. Commissioner Bolender moved for adoption of the temporary rule. The motion carried unanimously by the Commission. (Temporary Real Property Rule No. 735 in Commission's files, Salem.) The rule was filed with the Secretary of State on July 20, 1990, and will be effective that date. The rule will also be published in the Administrative Rule Bulletin.

Lee Wallace, Harney County Commissioner thanked the Commission for coming to Harney County to see first-hand the conditions of their road system. His comments concerning projects in Harney County are summarized as follows:

> Thanked the Commission for the New Princeton Section on the Steens Highway, which is scheduled for construction in 1992.
>
> The New Princeton-South Fork Malheur River Section, Steens Highway, is in need of improvement.
>
> Requested that the South Fork Malheur River-Malheur Caves Road, Steens Highway, be moved from projects considered to the construction portion of the Six-Year Program.
>
> Thanked the Commission for scheduling the traffic signal on Broadway Street in Burns, Central Oregon Highway, for installation in 1991.
>
> Requested that the Steens Highway-Wrights Point Section of the Frenchglen Highway be moved in the Program from development to construction in 1991.

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Requested the Junction/Lakeview Highway-Sage Hen Hill Section of the Central Oregon Highway be moved in the Program from considered to construction in 1991.

Requested that the Hines Section of the Central Oregon Highway be reinstated in the Program for construction in 1994.

Sage Hen Hill-Hines Section of Central Oregon Highway is a high priority for the County for construction in 1993.

Requested Commission's commitment to fund maintenance on Highway 20 at the level the highway is being used.

Requested that the Commission honor a previous verbal agreement to accept the Frenchglen Highway from Roaring Springs Ranch-Nevada Border as a State Highway.

Verne Hoyer, Brownsville, said he represented the residents of Brownsville, Sweet Home, Halsey, Holley, and Crawfordsville concerning the Halsey-Sweet Home Highway (OR 228) in Linn County. He also represented the City of Brownsville. He handed to the Commission letters and a petition signed by 633 residents urging that the original recommendation be placed back in the Six-Year Program to have the entire section of Highway 228 from Halsey to Sweet Home widened and improved, including removal of some of the curves, and the expansion of the Holley Bridge. He said the residents are opposed to the current recommendation to simply overlay the highway. He urged reconsideration for the total highway modernization plan of Highway 228 from Halsey to Sweet Home. (Letters and petition in Commission's files, Salem.)

Mr. Hoyer said they had met with Region Engineer Bob Pool last week and $3.6 million had been allocated to widen, overlay, and improve 14 miles of highway. He asked the Commission to add funds or accelerate a proposal to widen a six-mile section between Brownsville and Halsey to a 40-foot width by 1994 or sooner and allow the other $3.6 million to widen the section between Brownsville and Sweet Home to the 28-foot width.

Mr. Hoyer handed the Commission a video tape of Highway 228 showing the concerned areas. He also presented pictures of the highway showing the traffic lane width, pavement edge, and farming equipment. (Copy in Commission's files, Salem.)

Mr. Bothman reiterated Mr. Pool's recommendation that the proposed Program be revised to show a construction project in 1994 for an overlay from Brownsville to Sweet Home. This section would be widened to a 28-foot width with maintenance forces prior to the contract work. There may be funds available to do a few spot safety improvements. In addition, the Program will show in the development section a reconstruction project from Halsey to Brownsville with preparation of final plans in 1994. Mr. Bothman said his recommendation was to do this work within the money allocated.

Chairman Hollern said he would support approving the Program with the $3.6 million allocated for this project and let the staff work out the details. He would not support additional funding for this project. The Commission concurred with Mr. Pool's recommendation to revise the Program.

Bill Deist, City Administrator of John Day, spoke concerning a project on the John Day Highway at N.W. 3rd Avenue in John Day from M.P. 161.9 to M.P. 162.2, which is shown in the Six-Year Program at a cost of $750,000. He said this was a cooperative effort by the City, Grant County, and the State to fund the project. He recommended this cooperative approach as a way to address other projects in the State.

Judge Kevin Campbell of Grant County endorsed the comments made by Commissioner Wallace of Harney County. He said he endorsed the Paterson Ferry Interchange in Morrow County and the transferring of Highway 205 to the State. He mentioned that their goal is to complete Highway 26 on the Access Oregon Highways Program. He spoke concerning limiting roads to certain types of truck loads. He said the County needs to work with the State as to what transportation routes are allowed to carry certain loads in order to provide the ultimate safety for the citizens. He said Eastern Oregon is appreciative of the Commission's cooperation and their awareness shown by visiting this part of the State three time within the last 14 months.

Mayor Joe Hayse of Burns reiterated the comments of Commissioner Wallace concerning the Steens Highway. He mentioned the difficulty that trucks have traveling through Burns in order to clear the traffic lights. He also urged widening of the Frenchglen Highway. He requested a climbing lane and the extension of an existing climbing lane on Highway 20 near Drinkwater Pass.

Jean Cain of Hines was present and supported the comments made by Commissioner Wallace.

Dan Hooker, Burns, was present but said his comments had been expressed by Commissioner Wallace.

Steve Grasty, Burns, asked that the Commission seriously consider Harney County's offer to relinquish the Frenchglen Highway from Roaring Springs Ranch to the Nevada Border. He asked the Commission's help in sharing the uniqueness of Harney County with the rest of the State by improving the highways. He said Region 5 would like larger allocations of funds in the Six-Year Program.

Mr. Grasty said he is a member of the Emerging Small Business Committee and he calls Jerry Hoffman of the Civil Rights Office on a monthly basis through the State Information Telephone Number System. He said he is transferred several times each month. He asked that the Commission take an internal look at how telephone calls are handled to find an easier access to this program.

Chairman Hollern asked Mr. Bothman to review the State Information Telephone Number System.

Ken Thompson of Hines urged the Commission to accept from the County the Frenchglen Highway from Roaring Springs Ranch to Denio as a State Highway.

Scott Franklin, Harney County School District, requested widening the Frenchglen Highway near the Grange Hall. He explained the difficulties of a school bus when passing large trucks due to the width of the highway. He said this project is not in the Six-Year Program but he would like something done in the near future.

Jim Kimberling, Malheur County Public Works Director, was present representing the County Court. He said in the Six-Year Program there are several projects on Highways 26 and 95 scheduled for the next four years; however, there are no projects scheduled for 1995 and 1996. He mentioned there are no projects for Malheur County in the development section. He encouraged the Commission to add projects as time progresses. He said the County was pleased that the South Ontario Bypass was in the reconnaissance portion of the Program and will look forward to the results of the study.

Mr. Bothman explained that there are no preservation projects shown in the Program for the last two years.

Jim Ogle, Lake County Commissioner, thanked the Commission for previous construction projects and for signing. He said there are several maintenance projects that are now in the Six-Year Program.

Mayor Bob Alger of Lakeview handed the Commission a prepared speech and it is summarized as follows: (Copy in Commission's files, Salem.)

> The Access Oregon Highways Program is insufficient and flawed as the Program completely neglects over one quarter of the geography of the State.
>
> Highways 140 and 395 are in need of significant repair.
>
> Improvement to the transportation system should be equitable and statewide.
>
> Requested that the Commission re-examine the Access Oregon Highways Program.

Senator Eugene Timms encouraged the Commission to submit legislation to the Legislature on issues involving transportation. He mentioned the deterioration of Highway 395, lack of bus service in the community, and signing issues. He also discussed the commercial drivers license program and proposed changes to the military operating air space near Klamath Falls.

Steve Bogart, Baker County Commissioner, reinforced the comments of Commissioners Wallace and Ogle and Judge Campbell concerning the need for partnerships between all agencies.

Commissioner Bogart discussed the following priority projects that he wanted to remain in the Program:

Route 245, Dooley Mountain Highway, Dooley Mountain Bridges and Pine Creek Bridge.

Route 86, Baker-Copperfield Highway, Flagstaff Hill. This is a highway that will pass the Oregon Trail Interpretive Center. This project will begin after the center opens.

Commissioner Bogart requested the use of highway preservation funds for overlaying two streets in Baker City: Campbell Street (Baker-Copperfield Highway and Dewey Street (Whitney Highway).

Commissioner Bogart also discussed the Meacham-Idaho State Line Project to upgrade current signs on the Old Oregon Trail. He said this project coincides with three other projects on the Old Oregon Trail known as South Baker Interchange-Encina Interchange, Durkee Interchange-Weatherby Interchange, and Weatherby Interchange-Lime Section. He felt it would be appropriate to sign those areas as the construction is done. He also requested the inclusion of tourist-oriented designation signing for the Sumpter Valley Railroad and Union Creek Campground. He felt it would be appropriate that a sign be included at the Baker Interchanges on I-84 to read "John Day and Route 26".

Chairman Hollern stated it is proposed to widen the Steens Highway-Wrights Point Section of the Frenchglen Highway in Harney County from 18 feet to 28 feet. He asked if the project could be widened to 24 feet rather than 28 feet. Mr. Forbes said they would proceed with the plans to widen to 24 feet unless there are some overriding issues.

Chairman Hollern raised the question of the State assuming responsibility for the Roaring Springs Ranch-Nevada Border Section of the Frenchglen Highway. Mr. Bothman asked Mr. Wilson to look into this issue.

Chairman Hollern discussed with staff the request for improvement of the Steens Highway from Princeton to Burns Junction. Mr. Wilson said this project could be considered in the next update of the Program.

Upon Chairman Hollern's inquiry, Mr. Wilson said he would call a regional meeting to identify the signing projects.

Vice Chairman Whitty moved for adoption of the 1991-1996 Six-Year Highway Improvement Program. He also requested a correction to the Region Engineer's name for Region 5 on page 14 of the Program. The motion carried unanimously by the Commission with the revision previously discussed (see pages 9362 and 9363) and authorized the State Highway Engineer to sign the necessary agreements. (Copy of Program in Commission's files, Salem.)

Larry Christianson explained the Jackson Scholar Benefit Raffle. He said this fund-raiser was created to earn the $30,000 needed to reach the $250,000 goal for a self-sustaining scholarship program. Drinda Preston, 1990 Jackson Scholar, pulled the tickets for the raffle drawing. The prize winners were announced as follows:

1.	Hawaiian Vacation	Ed Pulvermacher
2.	Seahawks Package	Joe Charbonneau
3.	Mariner Tickets	Sam Baldwin
4.	Lewis and Clark Railroad Excursion for 2	Chris Levy
5.	Sternwheeler Brunch for 2	Lloyd Henion
6.	Bob Pool Framed Photo	Tom Kuhlman
7.	Rimrock Scenic Railroad Trip for 4	Peggy Kinman
8.	Eight-Layer Chocolate Cake	Earl Wilson
9.	Columbia River Sailing Trip	Carl Schmidt
10.	Hidden Springs Wine Tour	Rita Lane
11.	Two-Hour Plane Ride and Lunch	Bill Barnett
12.	Lady's T-Shirt	Randall Jenkins
13.	Golf Shirt	John Diehnel
14.	Windbreaker	Ken Karnosh
15.	Windbreaker	Don McLane
16.	Vest	Roger Holstein
17.	Twill Hat	Carol Livie
18.	Twill Hat	Wayne Brown
19.	Corduroy Hat	Donna Graning
20.	Corduroy Hat	Martin Abero
21.	Corduroy Hat	Howard Bergstrom
22.	Corduroy Hat	Dean Goettsch
23.	Corduroy Hat	Linda Allen
24.	Corduroy Hat	Richard Steyskal
25.	Corduroy Hat	Roland Casad

The formal meeting adjourned at 11:45 a.m.

The Executive Session scheduled to follow the meeting pursuant to ORS 192.660(1b) was cancelled.

At 12 noon, the Transportation Commission had lunch arranged by Harney County with local officials at the Silver Sage Restaurant, 239 North Broadway, Burns. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Donald E. Forbes, State Highway Engineer
Wanda Kennedy, Assistant Administrator of Aeronautics Division
Joni Reid, representing Public Transit Division
J. X. Wilson, Region 5 Engineer
Fran Neavoll, Commission Services

There were other persons present, including approximately 20 local citizens.

Harney County Commissioner Wallace said a slide show had been scheduled, but the presenter was ill and it would have to be cancelled.

Various local officials thanked the Commission for coming to their area. Chairman Hollern expressed on behalf of the Commission their appreciation for the tour. He said the Commission at the formal meeting had approved a $1.4 billion Six-Year Highway Improvement Program for 1991-1996. For the first time since the mid-1950s, the State will spend more money on improving the highways than the Federal Government has spent. Only about 45 percent of the funds will come from the Federal Government. The remaining funds will come from State gas and vehicle taxes. He mentioned the need for support of increased revenue in order to maintain and preserve the transportation system.

The luncheon concluded at 12:30 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Commission Services

Roger L. Breezley, Commissioner

EXHIBIT A

MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with the Nestucca Rural Fire Protection District for an All-Terrain Vehicle Project. Funds established and allocated pursuant to ORS 802.130-140 will be expended under this agreement to purchase a four-wheel drive vehicle to assist in the effort to police and maintain all-wheel drive facilities. The total costs of the Project shall not exceed $15,000. (Authorize State Highway Engineer to sign necessary agreement.)

2) Agreement with the Oregon ORV Volunteer Dune Patrol for distribution of ATV funds in the amount of $26,000 to acquire portable radios to assist in their effort to police and maintain all-terrain vehicle facilities. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 5 day of June, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

May 30, 1990

APPROVED
William Bulick
FOR STATE HIGHWAY ENGINEER
Date 5/31/90

EXHIBIT A
MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report this action for your official records:

1) Agreement with Tillamook County for an All-Terrain Vehicle Project which provides for law enforcement services at the Sandlake Recreation Area during the period July 1, 1990, to July 1, 1991. The total cost to the Division from the ATV account is $14,763, or 29 percent of the total project costs, whichever is less. (Authorize State Highway Engineer to sign necessary agreement.)

2) Agreement with Coos County for an All-Terrain Vehicle Project which provides for law enforcement services in the Dunes National Recreation Area during the period May 1, 1990, until July 1, 1991. The Division agrees to pay $49,641, or 82 percent of the total project costs, whichever amount is less, from the ATV account. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 13 day of June, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 8, 1990

APPROVED
for STATE HIGHWAY ENGINEER
Date 6/11/90

EXHIBIT A

MINUTES OF 7/17/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: *Corvallis By-Pass (South Unit) Section* Contract No. 10,917

Type of Work: *Grading, Paving, Structures, Signing, Illumination & Signals* F.A. No.: *State*

County: *Benton & Linn* Highway: *Corvallis-Newport (US 20)*

No. of Bidders: 6 Low Bidder: *Ross Bros. Construction, Inc., Salem, OR*

Low Bid: *$11,250,604.90*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Hamilton Construction Co., Springfield, OR* *$11,342,602.55*
3rd Bidder: *F. E. Ward, Inc., Vancouver, WA* *$12,798,298.25*

No. 2 Project: *Siuslaw River (Florence) Bridge Section* Contract No. 10,931

Type of Work: *Maintenance Coating* F. A. No.: *State*

County: *Lane* Highway: *Oregon Coast (US 101)*

No. of Bidders: 3 Low Bidder: *S & K Painting, Inc., Oregon City, OR*

Low Bid: *$ 342,085.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Certified Coatings of California, Concord, CA* *$491,360.00*
3rd Bidder: *A-1 Sandblasting & Steam Cleaning Co., Portland, OR* *$537,000.00*

No. 3 Project: *Lake Creek-Pacific Highway Section*

Type of Work: *Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping* F. A. No.: *State*

County: *Linn* Highway: *Corvallis-Lebanon (OR 34)*

Engineer's Recommendation:

POSTPONED UNTIL JUNE 14, 1990

EXHIBIT A

MINUTES OF 7/17/90

No. 4 Project: *Teal Lake-Tugman State Park (Bikeway) Section* Contract No. 10,933

Type of Work: *Grading & Paving* F. A. No.: *State*

County: *Douglas & Coos* Highway: *Oregon Coast (US 101)*

No. of Bidders: 4 Low Bidder: *Johnson Rock Products, Inc., North Bend, OR*

Low Bid: *$157,328.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Bracelin-Yeager Excavating & Trucking Co., Coos Bay, OR* *$164,202.00*
3rd Bidder: *Bohemia Inc., Umpqua Division, Reedsport, OR* *$169,514.70*

No. 5 Project: *Crown Point Highway Guardrail Section* Contract No. 10,934

Type of Work: *Guardrail* F. A. No.: *RS-140(5)*

County: *Multnomah* Highway: *Crown Point*

No. of Bidders: 2 Low Bidder: *Coral Construction Company, Wilsonville, OR*

Low Bid: *$196,440.00*

Engineer's Recommendation: *Award to low DBE responsive bidder.*

2nd Bidder: *Dirt & Aggregate Interchange, Troutdale, OR* *$236,729.00*
3rd Bidder: *None*

No. 6 Project: *Long Tom River (Franklin Road) Bridge Section* Contract No. 10,935

Type of Work: *Grading, Paving & Structure* F.A. No.: *BROS-2000(16)*

County: *Lane* Highway: *Franklin Road (County Road No. C-3836)*

No. of Bidders: 4 Low Bidder: *Hamilton Construction Co. (Oregon), Springfield, OR*

Low Bid: *$262,011.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and Lane County and receipt of deposit by the County.*

2nd Bidder: *Delta Sand & Gravel Co. & Babb Const. Co., Inc., dba Delta Construction Co., Eugene, OR* *$283,695.35*
3rd Bidder: *KJP Construction Co., Eugene, OR* *$304,696.00*

EXHIBIT A

MINUTES OF 7/17/90

No. 7 Project: *M.P. 26.21-Summit Section* Contract No. 10,936

Type of Work: *Grading & Paving* F. A. No.: *State*

County: *Clatsop* Highway: *Oregon Coast (US 101)*

No. of Bidders: *7* Low Bidder: *Bracelin-Yeager Excavating & Trucking Inc., Coos Bay, OR*

Low Bid: *$1,331,177.20* Engineer's Est.:

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *JAL Construction, Inc., Bend, OR* *$1,547,892.55*
3rd Bidder: *Tri-State Construction, Inc., Bellevue, WA* *$1,591,509.00*

No. 8 Project: *SE 223rd Avenue-SE 242nd Avenue (Gresham) Section* Contract No. 10,937

Type of Work: *Grading, Paving, Illumination & Signals* F. A. No.: *IX-9810(8)*

County: *Multnomah* Highway: *SE Stark Street (County Road)*

No. of Bidders: *5* Low Bidder: *K. F. Jacobsen & Co., Inc., Portland, OR*

Low Bid: *$1,398,243.00* Engineer's Est.:

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Gresham and receipt of deposit by the City.*

2nd Bidder: *Oregon Asphaltic Paving, Portland, OR* *$1,440,368.00*
3rd Bidder: *Dirt & Aggregate Interchange, Troutdale, OR* *$1,488,738.40*

No. 9 Project: *Salmon Creek (Oakridge) Bridge Section* Contract No. 10,938

Type of Work: *Grading, Paving, Structures & Signing* F. A. No.: *F-BRF-29(21)*

County: *Lane* Highway: *Willamette (OR 58)*

No. of Bidders: *3* Low Bidder: *Weaver Construction Co., LaGrande, OR*

ALT."A" *ALT. "A"*
Low Bid: *$1,618,812.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and Lane County and receipt of deposit by the County.*

2nd Bidder: *Holm II, Inc., Stayton, OR ALT. "A"* *$1,735,578.00*
3rd Bidder: *Hamilton Construction Co., Springfield, OR ALT. "A"* *$1,889,207.00*

EXHIBIT A

MINUTES OF 7/17/90

No. 10 Project: *Corbett Intchge.-Multnomah Falls Section* Contract No. 10,939

Type of Work: *Grading, Cold Planing, Paving, Guardrail & Concrete Barrier* F. A. No.: *IR-84-2(29)022*

County: *Multnomah* Highway: *Columbia River (I-84)*

No. of Bidders: *8* Low Bidder: *Wildish Standard Paving Co., Eugene, OR*

Low Bid: *$4,744,106.40*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Kiewit Pacific Co., Vancouver, WA* *$4,881,371.60*
3rd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* *$4,958,942.90*

No. 11 Project: *East Marquam Interchange-SE Water Avenue Exit Section*

Type of Work: F. A. No.: *ACI-5-6(123)300*

County: *Multnomah* Highway: *Pacific (I-5)*

Engineer's Recommendation:

POSTPONED UNTIL JUNE 14, 1990

On May 31, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on May 24, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 5, 6, 8, 9, and 10 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 13 day of June, 1990

Michael Hollern

Michael Hollern, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 7/17/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: *Corvallis By-Pass (South Unit) Section*

County: *Benton and Linn* Highway: *Corvallis-Newport Highway (US 20)*

POSTPONED TO MAY 24, 1990

No. 2 Project: *Long Creek Rock Production Project*

Type of Work: *Rock Production* F. A. No.: *State*

County: *Grant* Highway: *Kimberly-Long Creek*

No. of Bidders: *2* Low Bidder: *Chaney's Asphalt Paving, Mt. Vernon, OR*

Low Bid: *$ 138,500.00*

Engineer's Recommendation: *Reject all bids and readveertise at a later date.*

2nd Bidder: *R. J. Taggart Construction, Salem, OR* $
3rd Bidder: *None*

PUBLIC INTEREST FINDING

On May 10, 1990, the proposals were opened and read for the Long Creek Rock Production Project on the Kimberly-Long Creek Highway in Grant County. Two bids were received and the low bidder amount exceeded the budget for the construction of the project. It appears that a change in the specifications will likely increase competition. Based on the above, the public's interest will best be served if the bid is rejected. The project will be readvertised when the appropriate changes in the specification for the project are made. Copies of this Public Interest Finding are being provided to the bidders of record for this project.

EXHIBIT A

MINUTES OF 7/17/90

No. 3 Project: *Woodburn-Brooks (Bikeway), North Unit Section*
Contract 10,928

Type of Work: *Grading & Paving* F. A. No.: *State*

County: *Marion* Highway: *Pacific Highway East (US 99E)*

No. of Bidders: 6 Low Bidder: *North Santiam Paving Co., Stayton, OR*

Low Bid: *$142,083.00*

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: *D & D Paving Co., Salem, OR*	$	146,217.30
3rd Bidder: *River Bend Sand & Gravel Co. dba Salem Rd. & Drwy., Salem, OR*	$	154,721.50

No. 4 Project: *District 12 Chip Seal Projects*
Contract 10,929

Type of Work: *Chip Seal* F. A. No.: *State*

County: *Umatilla and Grant* Highway: *Various*

No. of Bidders: 3 Low Bidder: *Weaver Construction Co., La Grande, OR*

Low Bid: *$372,032.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Superior Paving Co., Yakima, WA*	$	389,370.00
3rd Bidder: *Oregon Asphaltic Paving Co. Inc., Portland, OR*	$	414,759.60

No. 5 Project: *Baldock Slough-S. Baker Interchange Section*
Contract 10,930

Type of Work: *Cold Planing, Paving, Structures & Signing* F. A. No.: *IR-84-7(15)297*

County: *Baker* Highway: *Old Oregon Trail (I-84)*

No. of Bidders: 3 Low Bidder: *Babler Bros., Inc., Portland OR*

Low Bid: *$3,924,058.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR*	$	3,973,509.50
3rd Bidder: *Kiewit Pacific Co., Vancouver, WA*	$	4,199,164.25

EXHIBIT A

MINUTES OF 7/17/90

No. 6 Project: *Lakeview Rock Production Project* Contract 10,879

Type of Work: *Rock Production* F. A. No.: *State*

County: *Lake* Highway: *Klamath Falls-Lakeview (OR 20)*

No. of Bidders: 3 Low Bidder: *Sheer's Construction, Lakeview, OR*

Low Bid: *$127,500.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Southern Oregon Rock Co., Central Point, OR* $ 139,000.00
3rd Bidder: *R. J. Taggart Construction Co., Inc., Salem, OR* $ 151,800.00

No. 7 Project: *Johnson Creek Bridge (Portland) Section* Contract 10,920

Type of Work: *Grading, Paving & Structure* F. A. No.: *MA-HES-9713(14)*

County: *Multnomah* Highway: *Cascade Highway North (OR 213)*

No. of Bidders: 5 Low Bidder: *Ross Bros. Construction, Inc., Salem, OR*

Low Bid: *$ 346,993.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *K-2 Construction Co., Portland, OR* $ 360,496.00
3rd Bidder: *Berning Construction Co., Wilsonville, OR* $ 366,020.00

On May 21, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on May 10, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 5 and 7 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification. I also rejected Job 2 in accordance with the Public Interest Finding.

Dated this 13 day of June, 1990

Michael Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A

MINUTES OF 7/17/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: *East Marquam Interchange-S.E. Water Avenue Exit Section* (Contract No. 10,940)

Type of Work: *Grading, Paving, Structures, Signing & Illumination* F. A. No.: *ACI-5-6(123)300*

County: *Multnomah* Highway: *Pacific (I-5)*

No. of Bidders: 4 Low Bidder: *Stolte Construction Inc., Denver, CO*

Low Bid: *$ 23,918,243.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Kiewit Pacific Co., Vancouver, WA* $ 24,307,205.00

3rd Bidder: *General Construction Company, A Division of Wright Schuchart, Inc., Seattle, WA* $ 24,909,993.00

No. 2 Project: *Hayesville-Battle Creek Inlay (Salem) Section* (Contract No. 10,941)

Type of Work: *Cold Planing and Paving* F. A. No.: *IR-5-5(117)250*

County: *Marion* Highway: *Pacific (I-5)*

No. of Bidders: 3 Low Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR*

Low Bid: *$ 1,559,505.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA*

2nd Bidder: *Morse Bros., Inc., Lebanon, OR* $ 1,827,467.00

3rd Bidder: *Roy L. Houck Construction Company, Salem, OR* $ 2,388,079.75

EXHIBIT A

MINUTES OF 7/17/90

No. 3 Project: *Lake Creek-Pacific Highway Section* (Contract No. 10,932)

Type of Work: *Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping* F. A. No.: *State*

County: *Linn* Highway: *Corvallis-Lebanon (OR 34)*

No. of Bidders: 3 Low Bidder: *Morse Bros., Inc., Lebanon, OR*

Low Bid: *$ 9,365,100.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Wildish Corvallis Construction Co., Eugene, OR* $ *10,598,066.50*
3rd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* $ *11,533,024.00*

ALL BIDS HAVE BEEN VERIFIED

On June 19, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on June 14, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1 and 2 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 19 day of June, 1990

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A

MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report this action for your official records:

1) On June 15, 1990, approved a 60-day personal service contract with Cogan Sharpe Cogan to develop a Space Utilization Master Plan for the Department at a cost not to exceed $30,000. (Authorized Assistant Director of Administration to sign contract.)

2) On June 15, 1990, approved a personal service contract with J.M. Colosimo and Associates, Inc., for facilitating various management group processes during the period July 1, 1990, to June 30, 1991, at a cost not to exceed $42,000. (Authorized Assistant Director of Administration to sign contract.)

Dated this 29 day of June, 1990

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

6/21/90

EXHIBIT A
MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report these actions for your official records:

1) Interagency agreement with the US Forest Service for improvement to the water system at the Austin Maintenance Shop in Grant County. The Health Division has declared the existing water system marginal and in need of improvement. The proposed well will also serve a Forest Service work center. The Highway Division will drill a new well at a cost not to exceed $25,000 and the Forest Service will reimburse one-half of the actual cost. (Authorize State Highway Engineer to sign necessary agreement.)

2) Annual agreement with AASHTO for a joint development computer software effort to create a Bridge Design System (BDS). The total cost is $25,000 and will cover the period July 1, 1990, to June 30, 1991. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 29 day of June, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 28, 1990

APPROVED
FOR STATE HIGHWAY ENGINEER
6/29/90

EXHIBIT B
MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

1) On May 4, 1990, approved an agreement with the Executive Department, Personnel and Labor Relations Division, for remote access into their computerized personnel and certification system files. This agreement includes all divisions of the Department of Transportation, except Motor Vehicles Division, as well as the Parks and Recreation Department. The effective date was April 30, 1990.

Dated this 29th day of June, 1990.

Robert N. Bothman
Director of Transportation

June 26, 1990

EXHIBIT C
MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following action was taken:

1) On May 30, 1990, approved a personal service contract with Focal Point Programs for conducting two workshops entitled Conflict at Work - Job Wars during the period July 24 to October 24, 1990, at a cost not to exceed $4,480.

Dated this 29 day of June, 1990

Judy Gregory
Assistant Director for Administration

June 26, 1990

EXHIBIT D

MINUTES OF 7/17/90

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY DEPARTMENT OF JUSTICE FOR
THE OREGON STATE HIGHWAY DIVISION

Period From 1-1-90 Through 3-31-90

	No.	Amount
Claims Pending at Beginning of Period	176	$ 468,898.78
Claims Pending at End of Period	249	$ 559,850.48
Money Collected During Period		
Installment Payments	85	$ 11,762.39
Compromise Payments	1	$ 3,670.00
Payments in Full	112	$ 188,419.59
TOTAL		$ 203,851.98
Claims Abandoned During Period	6	$ 6,293.64
Damage Cases (Actions Filed)	187	$ 253,699.65
Uncollected Judgments	* -0-	$ -0-

*Referred to Department of Revenue for collection

BLM:aml/1721G

EXHIBIT D
MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Baldock Slough-South Baker Interchange Section of the Old Oregon Trail in Baker County. Bids received May 10, 1990. Contract No. 10,930 awarded on May 29, 1990, to Babler Bros., Inc., Portland, at $3,924,058.50.

2) Work on the Johnson Creek Bridge Section of Cascade Highway North in Portland, Multnomah County. Bids received May 10, 1990. Contract No. 10,920 awarded on May 29, 1990, to Ross Bros. Construction, Inc., Salem, at $346,993.00.

3) Crown Point Highway Guardrail Project in Multnomah County. Bids received May 24, 1990. Contract No. 10,934 awarded on May 31, 1990, to Coral Construction Company, Wilsonville, at $196,440.00.

4) Work on the Long Tom River Bridge Section of Franklin Road in Lane County. Bids received May 24, 1990. Contract No. 10,935 awarded on June 6, 1990, to Hamilton Construction Co. (Oregon), Springfield, at $262,011.50.

5) Work on the S.E. 223rd Avenue-S.E. 242nd Avenue Section of S.E. Stark Street in Gresham, Multnomah County. Bids received May 24, 1990. Contract No. 10,937 awarded on June 7, 1990, to K. F. Jacobsen & Co., Inc., Portland, at $1,398,243.00.

6) Work on the Salmon Creek Bridge Section of the Willamette Highway in Oakridge, Lane County. Bids received May 24, 1990. Contract No. 10,938 awarded on June 6, 1990, to Weaver Construction Co., La Grande, at $1,618,812.00

7) Work on the Corbett Interchange-Multnomah Falls Section of the Columbia River Highway in Multnomah County. Bids received May 24, 1990. Contract No. 10,939 awarded on June 6, 1990, to Wildish Standard Paving Co., Eugene, at $4,744,106.40.

EXHIBIT D

MINUTES OF 7/17/90

8) Work on the East Marquam Interchange-S.E. Water Avenue Exit Section of the Pacific Highway in Multnomah County. Bids received June 14, 1990. Contract No. 10,940 awarded on June 20, 1990, to Stolte Construction Inc., Federal Way, WA, at $23,918,243.00.

9) Work on the Hayesville-Battle Creek Inlay Section of the Pacific Highway in Salem, Marion County. Bids received June 14, 1990. Contract No. 10,941 awarded on June 20, 1990, to J. C. Compton Contractor, Inc., McMinnville, at $1,559,505.50.

Dated this 28TH day of JUNE, 1990.

William Lasker

For Donald E. Forbes, State Highway Engineer

June 27, 1990

EXHIBIT D
MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On May 31, 1990, approved an interagency agreement with the Department of Corrections for microwave channel access and use at the following Highway Division communication sites for a cost of $1,200 per year: (Agreement approved by William Anhorn for State Highway Engineer.)

Indian Hills in Umatilla County
Black Mountain in Morrow County
Mt. Emily in Union County
Lone Pine Mountain in Baker County
Roosevelt Mountain in Washington State
Skamania Mountain in Washington State
Stacker Butte in Washington State

2) On June 4, 1990, approved a 4.6 percent increase in project authorization on Contract No. 10,775 for the Butler Bridge Section of Butler Bridge Road in Toledo, Lincoln County, in the amount of $27,483. (William Anhorn approved for State Highway Engineer.)

3) On June 4, 1990, approved a 3.2 percent increase in project authorization on Contract No. 10,653 for the Camas Mountain Wayside-Muns Creek Section of the Coos Bay-Roseburg Highway, Douglas County, in the amount of $212,559.23. (William Anhorn approved for State Highway Engineer.)

4) On June 4, 1990, approved a 7.6 percent increase in project authorization on Contract No. 10,862 on the Jacksonville Highway at Lozier Lane in Jackson County, in the amount of $4,400. (William Anhorn approved for State Highway Engineer.)

5) On June 5, 1990, signed an agreement with the Commission for the Blind for operating vending machines in various safety rest areas for a three-year trial period ending June 30, 1993. (Signed by William Anhorn for State Highway Engineer. On April 17, 1990, the Transportation Commission adopted OAR 734-30-010(6) pursuant to this agreement.)

6) On June 7, 1990, signed a personal service contract with OTAK Inc. for survey work and right-of-way monumentation on the Banfield Freeway (I-84) from NE 21st Avenue to NE 88th Avenue in Multnomah County. This contract covers the period June 13, 1990, to May 1, 1991, at a cost not to exceed $101,000. (William Anhorn signed contract for State Highway Engineer. Transportation Commission approved May 16, 1989.)

7) On June 7, 1990, approved an emergency contract to hire a geotechnical organization to oversee drilling, record drill results, and conceptualize any needed repair work resulting from a slide at M.P. 110 on the Warm Springs Highway in Jefferson County.

On June 4, 1990, significant slide movement was noticed and 24-hour monitoring was established in the event closure of one or more traffic lanes became necessary.

I determined that this contract needed to be initiated immediately to protect the safety of the traveling public. Due to the emergency nature of the situation, time was not available to formally obtain bids. (See Region 4 Engineer's delegated authority report for consultant selected.)

8) On June 8, 1990, signed an agreement with Benton County providing for reimbursement for work performed by the County in the inspection of bridges on the County road system. This contract covers the period June 8, 1990, to December 31, 1991, at a cost not to exceed $69,049.20. (William Anhorn signed for State Highway Engineer. Transportation Commission approved agreement March 20, 1990.)

9) On June 8, 1990, signed Supplement No. 5 to a personal service contract with Koch, Sachs, Whittaker, Aanderud Architects, AIA, concerning the remodeling of the Highway Materials Lab Building in Salem. This supplement increases the construction contract time by 62 days to a new total of 242 days and increases the cost by $6,853.56 for a new total not to exceed $109,546.56. (William Anhorn signed for State Highway Engineer. Transportation Commission approved April 19, 1988.)

10) On June 14, 1990, approved an annual agreement with the California Department of Transportation for inspecting and testing highway materials at locations in the State of Oregon. The agreement covers the period July 1, 1990, to June 30, 1991, at a cost not to exceed $10,000. (William Anhorn approved agreement for State Highway Engineer.)

11) On June 20, 1990, signed Supplement No. 1 to a personal service contract with WE Group P.C./Architects and Planners for the design of the Astoria DMV Field Office which increases the cost by $1,360.02 for a new total of $31,860.02. (Vice Chairman Whitty approved contract October 3, 1988.)

Dated this 29TH day of JUNE, 1990

William Anhorn
for Donald E. Forbes, State Highway Engineer

EXHIBIT D
MINUTES OF 7/17/90

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
James W.Fowler Co. Contract No. 10688 Acceptance Date: May 4,1990	Vida - MP 27.7 Lane County
Ausland Construction,Inc. Contract No. 10721 Acceptance Date: May 4,1990	Lake Creek Bridge Jackson County
Johnson Rock Products, Inc. Contract No. 10772 Acceptance Date: May 4,1990	Tyee Curve Douglas County
Blaze Construction,Inc. Contract No. 10773 Acceptance Date: May 4,1990	Bly - Paradice Creek Road Klamath County
White Construction Contract No. 10781 Acceptance Date: May 4,1990	Scholls Hwy.@ Hall Blvd. Washington County
Wildish Corvallis Construction Contract No. 10520 Acceptance Date: May 7,1990	Willamette R.- 20th St. (Springfield) Lane County
R.D. Mac,Inc. Contract No. 10734 Acceptance Date: May 7,1990	LaGrande Rock Production Union County
MOCON Corp. Contract No.10450 Acceptance Date:May 10,1990	N.E.Union Ave.-87th Ave. (Portland) Multnomah County
S&K Painting,Inc. Contract No. 10735 Acceptance Date: May 10,1990	Necarney Creek(Sam Reed)Br. Tillamook County
JAL Construction,Inc. Contract No. 10796 Acceptance Date: May 10,1990	Pedee Cr.Road Brs.10205A & 10207A Polk County

EXHIBIT D

MINUTES OF 7/17/90

J.C. Compton Contractor, Inc.
Contract No. 10672
Acceptance Date: May 22,1990

Redmond-Bend(South Unit)
Deschutes County

Johnson Rock Products,Inc.
Contract No. 10705
Acceptance Date: May 23,1990

Waldport Weigh Station
Lincoln County

Coral Construction Co.
Contract No. 10707
Acceptance Date:May 23,1990

"D'St.,CenterSt.and
Butteville Rd.U'ings.
Marion County

Morse Bros.,Inc.
Contract No. 10795
Acceptance Date: May 23,1990

Monmouth Ave.-Pacific
Hwy.West(Monmouth)
Polk County

GELCO Construction Co.
Contract No. 10801
Acceptance Date: May 23,1990

Park Way - Walker Road
Washington County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$8,530,217.84	$210,036,574.59
Anticipated Costs	$8,356,872.38	$214,146,234.93
Percentage Overrun (Underrun)	-2.0%	+2.0%

William Lasher
For Donald E. Forbes
State Highway Engineer
Date 6/28/90

BMW:bmw

DELAUTH

EXHIBIT D
MINUTES OF 7/17/90

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Morse Bros., Inc. Contract No. 10778 Acceptance Date: June 6, 1990	Fort Hill - Wallace Bridge Polk County
E.M.W. Construction Co. Contract No. 10825 Acceptance Date: June 6, 1990	Trout Creek Bridge Jefferson County
Oregon Asphaltic Paving Co. Contract No. 10792 Acceptance Date: June 6, 1990	NE Port. Hwy. at 201, 223rd Multnomah County
Great Western Coatings, Inc. Contract No. 10563 Acceptance Date: June 6, 1990	Rogue Riv(Robertson)Bridge Josephine County
Dirt and Aggregate Interchange, Inc. Contract No. 10549 Acceptance Date: June 6, 1990	Clackamas Hwy at 142nd Ave. Clackamas County
Wildish Corvallis Construction Contract No. 10761 Acceptance Date: June 12, 1990	District 5 Overlay Project Lane County
L.R. Brabham, Inc. Contract No. 10806 Acceptance Date: June 12, 1990	Mcken. Hwy at 54th(Springfield) Lane County
Wildish Corvallis Construction Contract No. 10619 Acceptance Date: June 12, 1990	W. Hills DR. Corv.-Newp Hwy Benton County
LTM dba Lininger Tru-Mix, Inc. Contract No. 10704 Acceptance Date: June 12, 1990	Emigrant Creek - M.P. 4 Jackson County

EXHIBIT D
MINUTES OF 7/17/90

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$ 3,861,298.38	$ 213,897,872.97
Anticipated Costs	$ 3,926,691.01	$ 218,072,925.94
Percentage Overrun (Underrun)	+1.7%	+2.0%

for Donald E. Forbes
State Highway Engineer
Date 6/26/90

BMW:bmw:da

EXHIBIT E
MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On May 22, 1990, approved a personal service contract with Michael Andrews for computer programming services for the Program Section. This contract is effective from June 5 to October 31, 1990, at a cost not to exceed $8,560.00.

2) On May 23, 1990, signed an agreement with the City of Cottage Grove for improvements on a portion of the Oregon Pacific and Eastern Railroad line in the vicinity of South 10th and Main Streets. (Agreement approved by the State Highway Engineer on August 6, 1986.)

3) On May 23, 1990, signed an agreement with Klamath County to reconstruct a 6.5 mile section of the Crater Lake Highway from Crater Lake Boundary to Fort Klamath. (Transportation Commission approved agreement August 16, 1988, as part of the Six-Year Highway Improvement Program.)

4) On May 23, 1990, signed an agreement with the Corvallis School District No. 509J for noise mitigation measures to be taken at the Lincoln Elementary School due to the construction of the Mary's River-Kiger Island Drive Section projects. (Transportation Commission approved agreement August 16, 1988, as part of the Six-Year Highway Improvement Program.)

5) On May 31, 1990, signed a supplemental agreement with the City of St. Helens concerning the construction of the Columbia Boulevard-Lower Columbia River Hwy. Section of Sykes Road. The supplement establishes provisions for advancement and repayment of funds beyond the Surface Transportation and Uniform Relocation Assistance Act. (Agreement approved by State Highway Engineer on September 28, 1983.)

6) On May 31, 1990, approved a supplemental agreement with the City of Springfield concerning the reconstruction of North A Street from Pioneer Parkway E. to 5th Street. This supplement extends the reconstruction to 7th Street.

7) On May 31, 1990, signed a supplement to a corridor study agreement with the Columbia River Gorge Commission concerning opportunities to improve the scenic quality of three major highways within the Columbia River Gorge. This supplement increases the sum of the total payments to the State for work to be performed. (Agreement approved by State Highway Engineer on December 18, 1989.)

8) On May 31, 1990, signed an agreement with Washington County to overlay Pacific Highway West from Greenburg Road to Tualatin River and to add a right turn lane on Beef Bend Road at the intersection of Pacific Highway West. (Transportation Commission approved agreement August 16, 1988, as part of the Six-Year Highway Improvement Program.)

9) On June 5, 1990, signed an agreement with Clackamas County for improvements on SE 82nd Drive-Evelyn Street and final design and right-of-way acquisition on the Clackamas Highway-Gladstone Interchange. (Transportation Commission approved project as part of Six-Year Highway Improvement Program on August 16, 1988.)

10) On June 5, 1990, signed agreements with the Cities of Albany and Silverton to exchange FAU funds for State funds. (Transportation Commission approved distribution of Fiscal Year 1990 Federal Aid Urban Fund Allocation to these small urban areas on October 17, 1989.)

11) On June 5, 1990, signed agreements with the following counties for distribution of Fiscal Year 1990 FAS-C funds: Harney, Malheur, Polk, Sherman, and Wheeler. (Transportation Commission approved distribution of funds to these counties on October 17, 1989.)

EXHIBIT E
MINUTES OF 7/17/90

12) On June 7, 1990, signed a supplemental agreement with Multnomah County concerning the alignment and profile changes to the intersection of NW Cornelius Pass Road and NW Skyline Road. This supplement establishes provisions for advancement and repayment of funds beyond the Surface Transportation and Uniform Relocation Assistance Act. (Agreement approved by the State Highway Engineer on December 18, 1986.)

Dated this 29th day of June, 1990

Cam Gilmour

Cam Gilmour, Manager
Program Section

June 26, 1990

EXHIBIT F

MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following action was taken:

1) On February 27, 1990, established a 45 MPH speed limit on the Pacific Highway East from M.P. 6.54 to M.P. 6.80 and a 40 MPH speed limit from M.P. 6.80 to M.P. 10.51 except from M.P. 8.38 to M.P. 8.46, where the designated speed shall be 20 MPH when children are present. (Rescinded Speed Zone Rule No. 676 dated November 25, 1974.) Milwaukie to Gladstone.

Dated this 27th day of June, 1990

Dwayne Hofstetter, Traffic Engineer

June 26, 1990

EXHIBIT G

MINUTES OF 7/17/90

DATE: JUNE, 1990

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **DOUGLAS COUNTY: MYSTIC CREEK-MUNS CREEK - COOS BAY-ROSEBURG HWY.:** Files 56025, 56026, and 56027 (being traded to File 56025 as payment for easement road to 56029) - Containing 8.82 acres; (Trade is for equal value - no money will change hands); Approved 5/24/90.
2) **GRANT COUNTY: LONE CREEK-FOX SECTION - PENDLETON-JOHN DAY HIGHWAY:** File 58101 - Containing 5.40 acres; $750; Approved 5/24/90.
3) **JACKSON COUNTY: SUMMIT-TRAIL SECTION - TILLER-TRAIL HIGHWAY:** Files 07023 and 08023 - Containing 2.18 acres; $2,700; Approved 5/14/90.
4) **MARION COUNTY: CHEMAWA RD.-HICKORY ST. SECTION - SALEM PARKWAY:** File 44587 - Fourplex located on .35 acre @ 983-989 Shangri-La Ave. N.E.; $80,000; Approved 5/14/90.

MULTNOMAH COUNTY:

5) **HARBOR DRIVE-WASHINGTON CNTY. LINE SECTION - PACIFIC HIGHWAY:** Files 27094 and 27095 - Containing 9,300 Sq. Ft.; $35,000; Approved 5/02/90.

MARQUAM BR.-S.E. 84TH SECTION - MT. HOOD FREEWAY:

6) File 44730 - Containing 4,265 Sq. Ft. (residence); $49,000; Approved 5/24/90.
7) File 46767 - Containing 4,654 Sq. Ft. (residence); $23,500; Approved 5/21/90.
8) File 46967 - Containing 5,000 Sq. Ft. (residence); $40,000; Approved 5/21/90.
9) File 47587 - Containing 5,000 Sq. Ft.; $8,500; Approved 5/24/90.
10) **N. TIGARD-S. TIGARD SECTION - PACIFIC HIGHWAY:** File 50212 - Containing .26 acre; $10,000; Approved 5/21/90.

ST. HELENS RD.-N.W. 21ST SECTION - COLUMBIA RIVER HIGHWAY:

11) File 38193 - Containing 6,750 S.F. (residence); $100,000; Approved 5/02/90.
12) File 44112 - Containing 1,770 S.F. (residence); $ 55,000; Approved 5/03/90.

AGREEMENTS: (35-48)

13) ODOT Agreement No. RR-1264; R/W File 55926; with Southern Pacific Transportation Company; **SPTC-PINE AVE. (TILLAMOOK SECTION-THIRD ST., - TILLAMOOK COUNTY)**; for construction of drainage facility; $460 for cost of handling; $5,200 for rights; Approved 5/30/90.
14) Special Use Permit with Forest Service; R/W File 36420; **MARYS PEAK MICROWAVE - ALSEA HIGHWAY**; **BENTON COUNTY**; Approved 5/15/90.
15) Amended Highway Easement Deed; between U.S. of A., DOT, FHWA, and State of Oregon,June, 1990 DOT, Highway Division; R/W File 56073; Oregon Project FEGC-14(35); **CAMAS VALLEYPage Two-CAMAS MT. WAYSIDE SECTION - COOS BAY-ROSEBURG HIGHWAY; DOUGLAS COUNTY**; Approved 5/15/90.
16) Agreement with U.S. of A., Bonneville Power Administration (BPA); Misc. C.& A. #10,239; to adjust and modify rights for crossing Government's easement and right-of-way for the improvement of ALBANY-JCT. CITY HIGHWAY; QUEEN AVE.-CORVALLIS/LEBANON HWY. SECTION; LINN COUNTY; Approved 4/05/90.

INDENTURES OF ACCESS & GRANTS OF ACCESS:

16) File 16975 – Grant of Access with Kathleen Coveau on the southerly side of the **TUMALO–BEND SECTION – MCKENZIE–BEND HIGHWAY**; **DESCHUTES COUNTY**; Approved 3/16/90.

17) File 19692 – Indenture of Access with Garren L. Ingram on the easterly side of the **TIGARD–NEWBERG SECTION** of the relocated **PACIFIC HIGHWAY**; **WASHINGTON COUNTY**; Approved 4/09/90.

18) File 36671 – Release & Grant of Access with The Commercial Bank on the easterly side of the **ORCHARD HEIGHTS RD.–EDGEWATER SECTION** of the relocated **SALEM–DAYTON HIGHWAY**; **POLK COUNTY**; Approved 4/30/90.

19) File 41972 – Indenture of Access with Evelyn Etta Powell on the northerly side of the **DRAIN–ANLAUF SECTION** of the relocated **UMPQUA HIGHWAY**; **DOUGLAS COUNTY**; Approved 4/17/90.

20) File 44015 – Indenture of Access with Richard A. Guthrie, et al on the westerly side of the **BROOKINGS–WILCHUCK RD. SECTION** of the **OREGON COAST HIGHWAY**; **CURRY CNTY.**; Approved 5/01/90.

21) File 50070 – Indenture of Access with John Overbay on the westerly side of the **BEND SCL–MURPHY RD. SECTION** of **THE DALLES–CALIFORNIA HIGHWAY**; **DESCHUTES COUNTY**; Approved 2/27/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

WREN HILL CURVE:

58593	Mary Ann Nendel	$ 100	App. 5/25/90
58594	Villa Hackett	$ 100	App. 5/29/90

CLACKAMAS COUNTY:

OSWEGO HWY. @ PIMLICO DR. (WEST LINN) – OSWEGO HIGHWAY:

57529	Treetop Condominium Homeowners Association	$ 3,000	App. 5/22/90
57532	Carol L. Ford	$ 1,700	App. 5/08/90

S.C.L. PORTLAND–N.C.L. WEST LINN – OSWEGO HIGHWAY:

6040 001	Louis J. & Betty Lou Gellow	$ 225	App. 5/08/90
6040 003	Robert H. & Cecelia Huntington	$ 310	App. 5/22/90

SPANGLER HILL–MULINO – CASCADE HIGHWAY SOUTH:

57806	Manual A. Sandoval	$ 12,550	App. 5/24/90
57817	Donald P. Getner, Personal Rep.	$ 16,330	App. 5/03/90
57821	Steve M. & Janet D. Blackwood	$ 20,000	App. 4/26/90

UNION/GRAND VIADUCT–S.E. RIVER RD. – PACIFIC HIGHWAY EAST:

58304	Tyler Refrigeration Corp. (Sign)	$ 786	App. 4/30/90

EXHIBIT G

MINUTES OF 7/17/90

Report of Actions Taken Under Delegated Authority
June, 1990 - Page Three

OPTIONS: (Continued)

CLATSOP COUNTY:

CANNON BEACH JUNCTION - OREGON COAST HIGHWAY:

57430	Thomas J. & Susan A. Morris	$ 2,500	App. 5/10/90

DOOLEY BRIDGE-CANNON BEACH JCT. - OREGON COAST HIGHWAY:

58216	Curt & Josephine Thayer	$ 150	App. 5/03/90

COLUMBIA COUNTY:

SCL SCAPPOOSE-MULTNOMAH CNTY. LINE - COLUMBIA RIVER HIGHWAY:

56485	Gerald C. Kolve	$ 56,450	App. 4/13/90

CURRY COUNTY:

ROGUE RIVER BR.-GOLD BEACH - OREGON COAST HIGHWAY:

58534	Rogue River Investments	$ 1,000	App. 5/23/90
58542	Everett W. Grell	$ 97,600	App. 5/18/90
58543	Alan & Robin Terrett	$ 26,150	
58555	Blaze Signs of America (Sign)	$ 3,700	App. 5/01/90

DESCHUTES COUNTY:

REDMOND-BEND (NORTH UNIT) - THE DALLES-CALIFORNIA HIGHWAY:

6032 050	Gerald L. & Marilyn M. Todd	$ 2,050	App. 5/03/90
6032 066	Ren C. Meighan	$ 1,250	App. 5/18/90
6032 068	Central Oregon Irrigation District	$ 150	App. 5/08/90
6032 073	S. C. Carter	$ 950	App. 5/24/90
6032 087	Wayne G. Helikson & Bette Sandall	$ 500	App. 5/08/90

HOOD RIVER COUNTY:

MT. HOOD-LONG PRAIRIE RD. - MT. HOOD HIGHWAY:

57106	Erma Marie Butterfield	$ 6,200	App. 5/03/90
57232	Jerry Leroy Bailey	$ 1,650	App. 5/09/90
57142	Louise I. Proffitt	$ 8,100	App. 5/18/90
57144	Roy E. & Arlene A. Everingham	$ 5,560	App. 5/24/90
57145	Robert L. Bowlin	$ 3,800	App. 5/01/90
57249	Robert Mac Cornelison (Herman)	$ 450	App. 3/13/90

KLAMATH COUNTY:

CHILOQUIN STATE AIRPORT:

57876	Robert J. & Nina Childers	$ 9,000	App. 5/22/90

EXHIBIT G

MINUTES OF 7/17/90

OPTIONS: (Continued) **KLAMATH COUNTY:**

FORGE RD.-LOBERT RD. (NORTH UNIT) – THE DALLES-CALIFORNIA HIGHWAY:

6050 003	Robert & Frances Harris	$ 4,075	App. 5/18/90
6050 012	William J. & Ann Finnegan	$ 1,950	App. 5/18/90
6050 013	Richard A. & Patricia A. Lawrence	$ 1,250	App. 5/01/90
6050 019	H. C. Watters, Sr.; Lavelle Watters	$ 925	App. 5/08/90
6050 021	Arlene M. Sigurdson	$ 875	App. 5/08/90
6050 022	Deana Lynn Bishop (Holman)	$ 2,500	App. 4/05/90
6050 023	Larry Lee Mitchell	$ 2,600	App. 5/18/90
6050 024	Henry T. Holman	$ 3,500	App. 5/18/90

FORGE RD.-LOBERT RD. (Continued)

6050 025	Joseph Paul & Mary Sabo	$ 3,360	App. 5/08/90
6050 029	Gretta H. Say	$ 1,950	App. 5/22/90
6050 031	Fred N. Hedberg	$ 275	App. 5/22/90
6050 034	City of Chiloquin	$ 600	App. 5/03/90
6050 036	Lila M. MacFarlane	$ 225	App. 5/03/90

LANE COUNTY:

SALMON CREEK BRIDGE – WILLAMETTE HIGHWAY:

6029 014	Vernon D. & Cora E. Hall	$ 2,600	App. 4/19/90

LINCOLN COUNTY:

ALSEA BAY INTERPRETIVE CENTER – OREGON COAST HIGHWAY:

58662	Thomas Marks, Trustee (Hector)	$ 46,000	App. 4/11/90

LINCOLN BEACH-FOGARTY CREEK – OREGON COAST HIGHWAY:

55608	Donna J. Cox	$ 100	App. 5/01/90
55609	Donald L. & Connie M. Tritthart	$ 100	App. 5/03/90
55615	Felix & Wanda Costanzo	$ 2,205	App. 5/10/90
55639	Marlin A. & M. Christine Smythe	$ 23,525	App. 5/23/90
55643	Fred Emmitt & Marlene L. Van Noy	$ 1,350	App. 5/18/90
55647	Kenneth E. Martin	$ 2,600	App. 5/22/90
55649	Cloy T. Richards	$ 2,150	App. 4/20/90
55665	Lowther Living Trust	$ 9,400	App. 4/30/90
55666	Robert & Linda Engstrom	$ 4,300	App. 5/18/90
55668	William P. & Helga E. Hackworth	$ 7,140	App. 5/10/90
55669	William P. & Helga E. Hackworth	$ 4,250	App. 5/09/90
55671	Leland Hendrickson	$ 3,100	App. 5/10/90
55671	Valerie Ann Musso	$ 2,000	App. 5/11/90
55676	Patrick L. & Marilyn A. Suminski	$ 8,450	App. 4/30/90
55678	Dennis W. Stickel	$ 1,025	App. 5/10/90
58185	Allan & Carmina Hatton & Hackworth Properties	$ 200	App. 4/30/90
58590	Leonard A. & Margaret M. Dieringer	$ 100	App. 4/30/90
58591	Carl F. & Hilda E. Sward	$ 1,850	App. 5/03/90

EXHIBIT G

MINUTES OF 7/17/90

OPTIONS: (Continued)

LINN COUNTY:

SANTIAM–GEARY ST. – ALBANY–JUNCTION CITY HIGHWAY:

55100	Steven J. Oliva; Joseph John Little	$ 250	App. 5/22/90

MARION COUNTY:

FIR GROVE LANE–TOWERS RD. – N. SANTIAM HIGHWAY:

58723	Donald W. & Teresa D. McDougall	$ 1,100	App. 5/03/90

MULTNOMAH COUNTY:

FIELD SUBMERGED LANDS – EAST BANK OF THE WILLAMETTE RIVER (FILL AREA):

58714	Division of State Lands	$195,000	App. 5/03/90

N.E. 111TH–181ST – COLUMBIA RIVER HIGHWAY:

56121	Hayden Corp. dba Tualatin Development Co. (Hillman)	$20 ,571.70	App. 5/24/90

N.E. 162ND AVE. @ N.E. GLISAN ST. – N.E. 162ND AVE.:

58616	Moshe D. Lenske	$ 2,000	App. 3/21/90
58618	Lewis J. & Barbara C. Gress	$ 500	App. 3/20/90
58619	Ronald H. & Joyce H. Peterson	$ 2,600	App. 3/01/90
58621	Harold & Wilva C. Brendler	$ 9,515	App. 3/01/90

S.E. 174TH & DIVISION – S.E. 174TH:

58612	Jennie E. Cox	$ 2,500	App. 4/02/90
58615	Benenson Capital Co.	$ 2,400	App. 3/20/90

S.E. 221ST–242ND AVES. – S.E. STARK STREET:

58392	Josephine Callister; Evelyn DeYoung; Margaret Maggy	$ 675	App. 4/12/90
58393	Bryon DeYoung, Jr. & Evelyn B. DeYoung	$ 500	App. 4/12/90
58419	James R. & Dorothy A. Harrison	$ 400	App. 2/23/90
58435	Thomas G. Kay	$ 3,825	App. 2/27/90

S.E. 242ND D. (NORTH OF HALL) – S.E. 242ND DRIVE:

58706	James C. & Pauline B. Wyatt	$ 2,100	App. 3/29/90

UNION/GRAND AVE. VIADUCT–S.E. RIVER RD. – PACIFIC HIGHWAY EAST:

55962	Bari Pizza, Inc. (Belles)	$277,900	App. 5/22/90

UMATILLA COUNTY:

BUTTER CREEK JCT.–OLD OREGON TRAIL HWY. – LEXINGTON–ECHO HIGHWAY:

58732	John B. & Arlene E. Correa	$ 600	App. 5/24/90

EXHIBIT G

MINUTES OF 7/17/90

Report of Actions Taken Under Delegated Authority
June, 1990 – Page Six

OPTIONS: (Continued)

WASHINGTON COUNTY:

CORNELL ROAD INTERCHANGE – SUNSET HIGHWAY:

58119	Elroy & Lillian F. Nofziger	$ 7,275	App. 5/03/90
58121	Somerset Christian Church, Inc.	$ 34,307	App. 5/08/90
58138	Fifth Avenue Corp.	$350,250	App. 5/10/90

M.P. 7.08 – BEAVERTON–TUALATIN HWY.:

6007 013	James W. & Audrey Castile	Donation	App. 5/29/90

MURRAY BLVD. INTERCHANGE – SUNSET HIGHWAY:

58634	Norma J. Stealey	$ 1,025	App. 5/08/90

MURRAY BLVD.–FANNO CREEK – SCHOLLS FERRY:

6047 010	Angelo S. Truong; Rose A. Cortese	$ 2,500	App. 4/18/90
6047 019	Randy L. Tugg & Essie Flemmer	$ 2,100	App. 5/08/90
6047 025	Kee–Cherng Wang	$ 2,100	App. 5/22/90
6047 051	Charles E. & Rose H. Smith	$ 2,400	App. 5/01/90
6047 052	Duoc V. Le & Khiem S. Truong	$ 1,150	App. 4/18/90
6047 056	Steven C. Neighorn	$ 1,750	App. 4/19/90
6047 057	Douglas V. & Theresa H. Wright	$ 2,075	App. 5/25/90
6047 058	The Corporate Board of the Salvation Army	$ 1,900	App. 5/01/90
6047 059	Christine M. Barthel	$ 2,125	App. 5/10/90

SCHOLLS FERRY @ DENNEY ROAD:

6037 001	Gary R. Nelson	$ 3,500	App. 4/19/90

YAMHILL COUNTY:

11TH–HILLSBORO/SILVERTON HWY. – WYNOOSKI ST.:

6058 002	City of New[illegible]	Donation	App. 5/01/90
6058 003	City of Newbe[illegible]	Donation	App. 4/30/90

Dated this 14TH day of July, 1990

Steven Green, Right of Way Manager

EXHIBIT H
MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Office of Operations Engineer, the following actions were taken:

1) On April 30, 1990, approved an agreement with Wallowa-Whitman National Forest and Wallowa County for snow removal on U.S. Forest Service Road 39 from the intersection with Highway 350 to, and including, the Salt Creek parking area.

2) On May 21, 1990, approved an agreement with the Oregon All-Terrain Vehicle Association for Phase I - ATV User Education during the period May 1, 1990, to January 1, 1991, at a cost not to exceed $9,800.

3) On May 21, 1990, approved an agreement with the City of Bandon covering signing on the Bandon bypass segment of the Oregon Coast Bike Route. Said segment is further described as follows:

   Along Riverside Drive, 1st Street, Edison Avenue, 4th Street, Ocean Drive, 7th Street, and Beach Loop Drive from Bandon North City Limits to Bandon South City Limits (approximately 4.3 miles).

   (Transportation Commission approved Oregon Coast Bike Route on October 19, 1982.)

4) On May 31, 1990, approved an agreement with Klamath County for providing an off-road vehicle course enclosure at Sportsman's Park during the period May 1, 1990, to July 1, 1991, at a cost of $2,842.

Dated this 2nd day of July, 1990

Ken Husby

Ken Husby, Manager
Office of Operations Engineer

June 26, 1990

EXHIBIT I

MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following action was taken:

1) On June 7, 1990, approved a personal service contract with L. R. Squier Associates, Inc. for geotechnical services on the Pelton Dam Road-Rimrock Ranch Section of the Warm Springs Highway in Jefferson County. This contract covers the period June 7 to July 31, 1990, at a cost not to exceed $10,000. (State Highway Engineer approved proceeding with this as an emergency contract on June 7, 1990.)

Dated this 29 day of June, 1990

Dale D. Allen
Region 4 Engineer

June 26, 1990

EXHIBIT J
MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On June 14, 1990, approved an interagency agreement with Chemeketa Community College for a Hazardous Materials Awareness Workshop on June 26, 1990, at a cost not to exceed $1,500.

Dated this 29 day of June, 1990

W. J. Quinn
Engineer of Materials and Research

June 26, 1990

EXHIBIT K
MINUTES OF 7/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Roadway Section Manager, the following action was taken:

1) On May 22, 1990, approved a personal service contract with Steve Kennedy for data processing services to assist the Landscape Unit in specifying hardware and software capable of computer imaging processing and C.A.D.D. work compatible with an existing intergraph system. This contract covers the period June 14, 1990, to July 31, 1990, at a cost not to exceed $1,300.

Dated this 20th day of June, 1990

Jack Sullivan

Jack Sullivan
Roadway Section Manager

June 26, 1990

EXHIBIT L
MINUTES OF 7/17/90

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
PUBLIC TRANSIT DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310 PHONE 378-8201 (VOICE)
TDD 378-5037
FAX 373-7376

In Reply Refer to:
File No.:

June 27, 1990

COM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Administrator

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Small City and Rural Area Transit Assistance Program. An 80 percent general funded program to provide assistance for public transportation service.

   A. A planning grant agreement for $16,000 with Deschutes County (June 26, 1990).

2. Urban Mass Transportation Administration, Section 16(b)(2). A federal program for capital purchases of vehicles and equipment to be used in transporting elderly and disabled persons.

   A. A $1 vehicle transfer agreement between ARC of Lincoln County and Mid-Valley Workshop and Rehabilitation (June 8, 1990).

   B. An agreement in the amount of $100 for Delores Patterson to inspect two vehicles upon delivery from the manufacturer (November 7, 1989).

3. Passenger Assistance Techniques. A program to provide driver training on assisting elderly and disabled passengers.

   A. A personal services contract with Shelley Straney to conduct Passenger Assistance Techniques Workshops. Maximum amount not to exceed $2,700 (October 17, 1989).

   B. An amendment to the personal services contract with Shelley Straney dated March 22, 1989. No change in amount (October 27, 1989).

732-0004 (3-90)

AN EQUAL OPPORTUNITY EMPLOYER

EXHIBIT L
MINUTES OF 7/17/90

4. Rural Transit Assistance Program (RTAP). A 100% federal funded program to provide training, technical assistance, research and other support services to transportation providers in small cities and rural areas.

A. Scholarships awarded to the following recipients to attend the Conference on Wheelchairs and Public Transportation, June 7-8, 1990.

Name	Date	Amount
Robert Elting	May 4, 1990	$395
W. W. Hodowanic	May 4, 1990	349
Cary F. Thomas	May 4, 1990	330

B. Scholarships awarded to the following recipients to attend the 9th National Conference on Rural Public Transportation, October 29 through November 1, 1989.

Name	Date	Amount
Diana Gatchell	Oct. 10, 1989	$628
Dolores Patterson	Oct. 10, 1989	644
Marianne McGee	Oct. 10, 1989	624
Ken Bogart	Oct. 10, 1989	963

C. A scholarship of $596 awarded to Elaine Wells to attend Community Transportation EXPO '90, June 26-29, 1990 (May 31, 1990)

D. An agreement in the amount of $100 for Louie Grimmer to inspect the Inn at Spanish Head for disabled accessibility (March 8, 1990).

E. An agreement in the amount of $950 for Marianne McGee to facilitate the Regional RTAP meeting, June 13-15, 1990 (May 29, 1990).

5. An amendment to the Linn-Benton Region Transit Plan contract amendment signed on January 26, 1990 with District 4 Council of Governments to extend the time frame of the project. No change in amount (April 30, 1990).

DHM:ag

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Strategic Planning and Communications

Fran Neavoll, Office Manager
Commission Services

deljune:ahd

EXHIBIT M

MINUTES OF 7/17/90

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

June 9,1990

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On June 9, 1990, $ 10,175,632.86 was distributed to the counties as their share of motor vehicle revenues for the month of May, 1990.

On June 9, 1990, $ 6,477,714.81 was distributed to the cities for the month of May, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of June, 1990

Douglass R. Goldbach, Controller
Highway Division

731-0146 (1-87)

The Oregon Transportation Commission held a telephone meeting at 1:15 p.m., August 21, 1990, originating in Room 135 (Director's Office), Transportation Building, Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) The following persons were on the telephone at the locations given:

Michael P. Hollern, Chairman, Bend
John Whitty, Vice Chairman, Coos Bay
Cynthia J. Ford, Member, Seattle, WA
David F. Bolender, Member, Portland
Robert N. Bothman, Director of Transportation, Salem
Regina Bochsler, Commission Services, Salem

Also present in the room in Salem were:

John Elliott, Assistant Director for Strategic Planning and Communications
Judy Gregory, Assistant Director for Administration
Don Forbes, State Highway Engineer
Paul Meyerhoff, Administrator, Aeronautics Division
Jim Hunter, Deputy Administrator, Motor Vehicles Division

Commissioner Bolender moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the July 16 and 17, 1990, meetings.

2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. (Real Property Condemnation Resolution No. 2825 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Director of Transportation	Exhibit C
Assistant Director for Administration	Exhibit D
State Highway Engineer	Exhibit E
Program Manager	Exhibit F
Traffic Engineer	Exhibit G
Right of Way Manager	Exhibit H
Planning Engineer	Exhibit I
Office of Operations, Maintenance/Construction Engineer	Exhibit J
Region 1 Engineer	Exhibit K
Region 3 Engineer	Exhibit L
Motor Vehicles Administrator	Exhibit M
Assistant Attorney General	Exhibit N
Highway Controller	Exhibit O

(It appeared at this point Commissioner Ford was disconnected due to phone difficulties.)

The Commission unanimously confirmed their next meeting dates of September 17 and 18, 1990, in Newport. The Commission tentatively set October 16 and 17, 1990, in Salem for their following meetings.

Brian Gregor briefed the Commission on the State Agency Coordination Program and administrative rule hearing held on August 15, 1990. He mentioned that notice of the hearing was published in the Secretary of State's Administrative Rule Bulletin and copies were mailed to all cities and counties. He said only two people testified at the hearing and eight written responses were received. He felt that this low level of response to the Program was a positive sign of acceptance from local governments. He highlighted some of the major issues as follows:

1) There is a need to include a section describing coordination with metropolitan area plans in more detail.

2) There is a desire for ODOT to add more detail to the description of local land use activities that the Department is interested in.

3) There is support for increased ODOT involvement in land use planning and strong encouragement that staffing be increased to carry out the job.

4) There is concern about the balance between State and local interests, especially if ODOT does not participate adequately in the formulation of local plans.

5) There are concerns about how ODOT applies the statewide planning goals when it prepares its plans.

Mr. Gregor said he would mail to the Commission the testimony received, responses, a revised Program, and administrative rule with a recommended adoption at the September meeting.

Because of staff workloads, Mr. Forbes requested authority to proceed with the selection of a consultant to prepare an environmental impact statement for the Sunrise Corridor Project at an estimated cost of $400,000. He also requested approval to enter into a contract with the existing consultant covering the public involvement program at a cost of $50,000. Mr. Forbes explained that the Region 1 Sunrise Corridor Project consists of two units. Unit 1 extends from I-205 to the junction of Highways 212/224. Unit 2 begins at the junction of Highways 212/224 and follows Highway 212 to US26 through Damascus and Boring. He said the original proposal was to conduct the Environmental Impact Statement effort separately for both units, with the staff preparing the EIS. Phase 1 engineering for Unit 2 has proceeded faster than expected, and both units will complete Phase 1 engineering simultaneously. He said this project has generated much public interest and it would be advantageous to retain the consultant for this effort through the public hearing and final environmental impact statement analysis. Vice Chairman Whitty moved for

approval of the request and Commissioner Bolender seconded the motion. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contracts.

Mr. Forbes requested authority to proceed with the selection of a consultant to update the Roads Finance Study for distribution to the 1991 Legislature at a cost not to exceed $100,000. He explained this update would satisfy criteria set out in House Bill 2266 which required cities and counties to report their progress in funding road needs. Local agencies and the State have jointly funded these studies in the past, and the status of State road funding needs to be included in the report. He said the cities and counties will finance 40% of the study. The State will fund the up-front costs for this study and local agencies will reimburse the State when the 1993 Roads Finance Study is funded. Commissioner Bolender moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contract.

Vice Chairman Whitty moved for approval of Mr. Forbes' request to increase the project authorization on Contract No. 10,818 for the Kern Swamp Road-Weyerhauser Road Section of the Green Springs Highway in Klamath County by $351,843.97 (11.1% increase). The motion carried unanimously by the Commission approving the increase.

Mr. Meyerhoff requested approval of a change in the methodology to be used by the Executive Department, in consultation with Aeronautics and Motor Vehicles Divisions, in preparing an estimate of unrefunded motor vehicle tax to be transferred from the Motor Vehicles Division Suspense Account to the Aeronautics Account for the 1989 fiscal year. He explained this methodology needs to be changed to provide a more accurate estimate of the MOGAS used in Oregon. Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission. (Copy of revised methodology in Commission's files, Salem.)

Mr. Meyerhoff requested approval of a financial aid to municipalities program grant to Jackson County in the amount of $4,500 to assist in funding a study to determine the feasibility of increased scheduled air service for Southern Oregon. The total cost of the study will be approximately $37,400. Vice Chairman Whitty moved for approval of the grant. The motion carried unanimously by the Commission and authorized the Aeronautics Administrator to sign the necessary grant.

Mr. Meyerhoff requested approval to appear before the Emergency Board to request authority to apply for $90,000 Federal Funds available from the Federal Aviation Administration for a Portland-Vancouver Metropolitan Area Aviation System Plan Study and a $95,000 increase to the Operations Decision Unit expenditure limitation. This would also include a $5,000 contribution from the Aeronautics Divisions of the States of Washington and Oregon for the study. He mentioned that the study would look at the existing air-space system and future air-space needs within a 30-nautical-mile radius of the Portland Airport. He said it is important to identify overall current and forecast activities as well as the needs to formulate a realistic aviation development plan for this region. Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission.

Mr. Bothman mentioned that the hearing to consider allowing the operation of longer double trailer trucks (Turnpike and Rocky Mountain) had been canceled. Comments received from legislators and the public raised considerable question and the possibility of legislative involvement during the upcoming session.

Mr. Forbes asked for Chairman Hollern's approval under his delegated authority for an interagency agreement with the Land Conservation and Development Department to complete its study of urban growth management in Oregon at an estimated cost of $25,000. He said the agreement stipulates that funds will be needed before September 30, 1990. The study is needed as part of the Department's strategic management plan to support the integration of highway and land-use planning. Chairman Hollern approved the request and authorized the State Highway Engineer to sign the interagency agreement.

There being no further items to discuss, the telephone meeting concluded at 1:40 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Fran Maxwell
Commission Services

Roger L. Breezley, Commissioner

EXHIBIT A
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report this action for your official records:

1) Agreement with Chemeketa Community College for presentation of Commercial Drivers License Training Workshops at various locations in Oregon at a cost not to exceed $10,500. These workshops will be presented to personnel in public agencies having transportation related responsibilities in Oregon. (Authorize State Highway Engineer to sign necessary agreement.)

2) Agreement with Chemeketa Community College for presentation of Defensive Driving Training Workshops at various locations in the state at a cost not to exceed $10,500. These workshops will also be presented to personnel in public agencies having transportation related responsibilities in Oregon. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 17 day of July, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 11, 1990

APPROVED
STATE HIGHWAY ENGINEER
7-11-90

EXHIBIT A
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with the City of Mill City providing for the jurisdictional transfer of a portion of the Southern Pacific Railroad right of way located within the city limits and used as part of its street system. In 1975, the Division acquired the abandoned Southern Pacific Railroad right of way from Mill City to Gates. As this land is not needed for State highway right of way purposes, this transfer relieves the State of maintenance responsibilities along this section. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 17 day of July, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 10, 1990

APPROVED
STATE HIGHWAY ENGINEER
7-11-90

EXHIBIT A
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Personal service contract with Industrial Hearing Services, Inc., to conduct baseline and annual audiometric testing for approximately 2,100 employees. This contract is effective September 1, 1990, to August 31, 1993, at a cost not to exceed $38,250. (Authorize Assistant Director for Administration to sign necessary contract.)

Dated this 7 day of August, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

Approved by
Judy Gregory
August 6, 1990

August 3, 1990

EXHIBIT A

MINUTES OF 8/21/90

OK
Judy Gregory

TO: Oregon Transportation Commission

SUBJECT: Summarized Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) Agreement with the Oregon Disabilities Commission to provide assistance in meeting communication access needs. Payment for services will be made in quarterly allotments as approved by the Budget and Management Division of the Executive Department. Total payments for services, including reimbursement for fees paid to interpreters, is not to exceed $32,000 for the remainder of the 1989-91 biennium. (Authorize Assistant Director for Administration to sign necessary agreement.)

Dated this 7 day of August, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 26, 1990

EXHIBIT A
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with Lane County providing for the jurisdictional transfer of a bypassed section of the Florence-Eugene Highway from the State to Lane County. The construction of the Noti-Veneta (East Unit) Project has made this section no longer necessary as a portion of the State highway system. All right, title, and interest shall pass to Lane County who shall maintain said section for public road purposes. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 7 day of August, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 31, 1990

APPROVED
STATE HIGHWAY ENGINEER
Date 8/3/90

EXHIBIT B

MINUTES OF 8/21/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: *Hall Creek (Ernie Watkins) Bridge Section*

Contract 10,942

Type of Work: *Grading, Base & Structure* F.A. No.: *BROS-600(17)*

County: *Coos* Highway: *Hall Creek Road (County Road)*

No. of Bidders: 1 Low Bidder: *West Coast Contractors, Inc., Coos Bay, OR*

Low Bid: *$271,171.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and Coos County and receipt of deposit from the County.*

2nd Bidder: *None*
3rd Bidder: *None*

No. 2 Project: *Long Creek Rock Production Project*

Contract 10,894

Type of Work: *Rock Production* F. A. No.: *State*

County: *Grant* Highway: *Kimberly-Long Creek*

No. of Bidders: 3 Low Bidder: *Chaney's Asphalt Paving, Mt. Vernon, OR*

Low Bid: *$ 128,500.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*R. J. Taggart Construction, Salem, OR*	*$134,400.00*
3rd Bidder:	*J.Arlie Byrant, Inc., The Dalles, OR*	*$175,000.00*

No. 3 Project: *Scholls Highway at Denney Road Section*

Contract 10,943

Type of Work: *Grading, Paving, Signing & Signals* F. A. No.: *State*

County: *Washington* Highway: *Scholls (OR 210)*

No. of Bidders: 3 Low Bidder: *Jerry Brundidge Construction, Inc., Boring, OR*

Low Bid: *$ 301,394.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*Eagle Elsner, Inc., Tigard, OR*	*$315,334.00*
3rd Bidder:	*Kelly F.White, Lake Oswego, OR*	*$358,358.00*

After recommendation was prepared, it was discovered it is necessary that a deposit be received from Washington County prior to award.

EXHIBIT B
MINUTES OF 8/21/90

No. 4 Project: *Front Street-Pacific Highway East (Woodburn) Section*
Contract 10,944
Type of Work: *Grading, Paving, Signing & RR Signal* F. A. No.: *M-5262(4)*

County: *Marion* Highway: *Cleveland Street (FAU 5262)(City Street)*

No. of Bidders: 4 Low Bidder: *Roy L. Houck Construction Company, Salem, OR*

Low Bid: *$593,064.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Woodburn and receipt of deposit by the City.*

2nd Bidder: *North Santiam Paving Co., Stayton, OR* *$594,399.20*
3rd Bidder: *Morse Bros., Inc., Lebanon, OR* *$601,859.50*

No. 5 Project: *Arterial Street Overlay Project No. 8 (Portland) Section*
Contract 10,945
Type of Work: *Grading, Paving, Signing & Signal* F. A. No.: *M-0000(103)*

County: *Multnomah* Highway: *Various City Streets*

No. of Bidders: 4 Low Bidder: *Oregon Asphaltic Paving, Portland, OR*

Low Bid: *$775,459.65*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit by the City.*

2nd Bidder: *Lakeside Industries, Bellevue, WA* *$800,664.45*
3rd Bidder: *Eagle Elsner, Inc., Tigard, OR* *$817,380.80*

No. 6 Project: *Rogue River Bridge-Gold Beach Section*
Contract 10,946
Type of Work: *Grading, Paving, Structure, Signing, Illumination, Signal & Landscape* F.A. No.: *F-2-1(29)*

County: Curry Highway: *Oregon Coast (US 101)*

No. of Bidders: 2 Low Bidder: *Weaver Construction Co., LaGrande, OR*

Low Bid: *$2,426,873.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Tidewater Contractors, Inc., Brooking, OR* *$2,622,422.95*
3rd Bidder: *None*

EXHIBIT B

MINUTES OF 8/21/90

No. 7 Project: *Walnut Street-Mill Street (Eugene) Phase 1 Section*

Contract 10,947

Type of Work: *Grading, Paving, Structure, Signing, Signals, Illumination, Landscaping & Pump Station*

F. A. No.: *State*

County: *Lane* Highway: *Pacific West (US 99)*

No. of Bidders: 4 Low Bidder: *Wildish Corvallis Construction Co., Eugene, OR*

Low Bid: *$1,383,684.80*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Slayden Construction, Inc., Stayton, OR*	*$1,459,094.50*
3rd Bidder: *KIP Construction Co., Eugene, OR*	*$1,555,452.25*

No. 8 Project: *Imbler-Elgin (Passing Lane) Section*

Contract 10,948

Type of Work: *Grading & Paving*

F. A. No.: *State*

County: *Union* Highway: *Wallowa Lake (OR 82)*

No. of Bidders: 4 Low Bidder: *Weaver Construction Co., LaGrande, OR*

Low Bid: *$1,842,844.95*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *R. L. Coats, Bend, OR*	*$1,926,996.50*
3rd Bidder: *James W. Fowler Co., Dallas, OR*	*$1,993,415.60*

No. 9 Project: *Rufus-Arlington (East Unit) Section*

Contract 10,949

Type of Work: *Cold Planing, Paving, Concrete Barrier & Structure*

F. A. No.: *IR-84-4(32)126*

County: *Gilliam* Highway: *Columbia River (I-84)*

No. of Bidders: 5 Low Bidder: *Babler Bros., Inc., Portland, OR*

Low Bid: *$4,399,658.70*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR*	*$4,723,928.00*
3rd Bidder: *R. L. Coats, Bend, OR*	*$4,749,903.00*

No. 10 Project: *Lincoln Beach-Fogarty Creek Section*

Contract 10,950

Type of Work: *Grading, Paving, Structures, Signing, Illumination, Landscaping & Electrical* F. A. No.: *F-2-4(27)*

EXHIBIT B
MINUTES OF 8/21/9

County: *Lincoln* Highway: *Oregon Coast (US 101)*

No. of Bidders: 3 Low Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR*

Low Bid: *$4,111,540.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Fabricators, Incorporated, Salem, OR* *$4,425,885.75*
3rd Bidder: *Road & Driveway Co., Newport, OR* *$4,488,141.00*

No. 11 Project: *Fir Grove Lane-Towers Road Section*

Contract 10,951

Type of Work: *Grading, Paving & Structures* F. A. No.: *F-47(28)*

County: *Marion* Highway: *North Santiam (OR 22)*

No. of Bidders: 3 Low Bidder: *North Santiam Paving Co., Stayton, OR*

Low Bid: *$1,994,354.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *River Bend Sand & Gravel Co., Salem, OR* *$2,068,838.70*
3rd Bidder: *Roy L. Houck Construction Company, Salem, OR* *$2,104,879.50*

No. 12 Project: *West Marquam Interchange-North Tigard Interchange Section*

Contract 10,952

Type of Work: *Cold Planing, Paving & Structures* F. A. No.: *IR-5-6(140)294*

County: *Multnomah* Highway: *Pacific (I-5)*

No. of Bidders: 4 Low Bidder: *Babler Bros., Inc., Portland, OR*

Low Bid: *$2,859,706.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Wildish Standard Paving Co., Eugene, OR* *$3,438,990.00*
3rd Bidder: *Morse Bros., Inc., Lebanon, OR* *$3,816,435.00*

On July 9, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on June 28, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Job Nos. 1, 4, 5, 6, 9, 10, 11, and 12, if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 9 day of AUGUST, 1990

John Whitty, Vice Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT C
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

1) On June 21, 1990, signed personal service contracts with Kelly Temporary Services for temporary employment services beginning July 1, 1990, to June 30, 1992, as follows:

a) Highway Division	$400,000
b) Motor Vehicles Division	$ 75,000
c) Aeronautics, Public Transit, and Central Services Divisions	$135,000

(Transportation Commission approved contracts June 19, 1990.)

Dated this 2nd day of August, 1990.

Robert N. Bothman
Director of Transportation

July 26, 1990

EXHIBIT D

MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration, (Subdelegation Order No. DIR-20), the following actions were taken:

1) On June 13, 1990, approved a personal service contract with Werner Brandt for data processing services covering the period July 1, 1990, to June 30, 1991, at a cost not to exceed $10,000.

2) On June 20, 1990, signed a personal service contract with Cogan Sharpe Cogan to develop a space utilization master plan for ODOT facilities in the Salem area. This contract is effective from June 26 to September 30, 1990, at a cost not to exceed $30,000. (Chairman Hollern approved on June 15, 1990.)

3) On July 5, 1990, signed a personal service contract with Dye Management Group, Inc. for post-implementation review of the TEAMS accounting system. This contract covers the period July 6 to November 7, 1990, at a cost not to exceed $88,000. (Transportation Commission approved contract May 15, 1990.)

4) On July 17, 1990, approved a personal service contract with Larry G. Jacobson for conducting a seminar for part-time trainers on consulting professionally with clients, designing training relevant to Agency's needs, and presenting the training effectively and interestingly. Time period: August 28, 1990. Cost not to exceed $750.

Dated this 6th day of Aug., 1990

Judy Gregory

Judy Gregory
Assistant Director for Administration

July 26, 1990

EXHIBIT E
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On May 11, 1990, approved an agreement with the U.S. Coast Guard providing for the free passage of active Coast Guard members and their families across the Astoria Bridge in Clatsop County.

2) On June 20, 1990, approved a cooperative agreement with the US Forest Service for rental of road maintenance equipment to be used in the Umatilla County area through April 15, 1991. (Agreement approved by William Anhorn for State Highway Engineer.)

3) On June 22, 1990, signed a long-term agreement with Marion County covering the maintenance and operation of the Buena Vista Ferry at an estimated $20,000 to $40,000 per year. (Transportation Commission approved agreement April 17, 1990. Agreement approved by William Anhorn for State Highway Engineer.)

4) On June 26, 1990, signed an agreement with the City of Medford covering improvements at the intersection of Crater Lake Highway and Biddle Road at a cost not to exceed $50,000. (Transportation Commission approved agreement January 23, 1990. Agreement signed by William Anhorn for State Highway Engineer.)

5) On June 26, 1990, signed Supplement No. 1 to a personal service contract with Beak Consultants, Inc., for biologic research and documentation to be provided on a flexible basis. This supplement provides an additional $50,000 for a new total not to exceed $100,000. (Transportation Commission approved this supplement on March 20, 1990. Contract signed by William Anhorn for State Highway Engineer.)

6) On June 26, 1990, approved Supplement No. 1 to a personal service contract with L. R. Squier Associates, Inc. for more extensive geotechnical analysis on the land slide at the Pelton Dam Road-Rimrock Ranch Section of the Warm Springs Highway in Jefferson County. The supplement increases the cost by $10,000 for a new sum not to exceed $20,000 and extends the completion date to August 31, 1990. (Supplement approved by William Anhorn for State Highway Engineer. Original emergency contract approved by Dale Allen June 7, 1990.)

7) On June 26, 1990, approved Modification No. 1 to an agreement with the Federal Highway Administration concerning a rating and prioritizing system for hazardous rockfall situations. This supplement adds $50,000 of previously committed funds to this project. There is no cost to the State. (William Anhorn approved modification for State Highway Engineer. Original agreement approved by Don Forbes on June 27, 1989.)

8) On June 26, 1990, approved a work experience contract with Confederated Tribes of Siletz renewing the Division's commitment to participate in the Siletz JTPA Program through June 30, 1991. (William Anhorn approved for State Highway Engineer.)

9) On July 5, 1990, signed a personal service contract with V & A Consulting Engineers for on-call corrosion engineering services to the Bridge Section covering the period July 5, 1990, to June 30, 1991, at a cost not to exceed $20,000. (William Anhorn signed contract for State Highway Engineer. Transportation Commission approved June 20, 1989.)

10) On July 5, 1990, signed a personal service contract with OBEC Consulting Engineers to perform bridge inspection services for Lane County. This contract covers the period July 5, 1990, to August 31, 1991, at a cost not to exceed $237,010.09. (William Anhorn signed contract for State Highway Engineer. Transportation Commission approved May 16, 1989.)

11) On July 10, 1990, signed a personal service contract with Alpha Engineers, Inc., for preliminary plans, specifications, and estimates on the Airport Way Interchange and the Airport Way-Columbia Boulevard Section of I-205 (East Portland Freeway) in Multnomah County. This contract is effective from July 10, 1990, to June 30, 1991, at a cost not to exceed $236,505. (Transportation Commission approved September 19, 1989.)

EXHIBIT E

MINUTES OF 8/21/90

12) On July 11, 1990, signed a personal service contract with Lindburg/Chrisman/Architects for on-call building architecture and engineering services to the Bridge Section covering the period July 11, 1990, to June 30, 1991, at a cost not to exceed $20,000. (William Anhorn signed contract for State Highway Engineer. Transportation Commission approved June 20, 1989.)

13) On July 11, 1990, signed a personal service contract with Modjeski and Masters for on-call movable bridge mechanical and electrical engineering services to the Bridge Section covering the period July 11, 1990, to June 30, 1991, at a cost not to exceed $20,000. (William Anhorn signed contract for State Highway Engineer. Transportation Commission approved June 20, 1989.)

14) On July 11, 1990, signed Supplement No. 1 to a personal service contract with CH2M Hill Northwest, Inc. for bridge inspection services in Washington County. This supplement increases the cost by $72,000 for a new sum not to exceed $276,000 and extends the completion date to June 30, 1991. (William Anhorn signed supplement for State Highway Engineer. Transportation Commission approved May 16, 1989, and March 20, 1990.)

Dated this 7TH day of August, 1990

William Anhorn
for Donald E. Forbes, State Highway Engineer

July 26, 1990

EXHIBIT E

MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Grading, base, and structure on the Hall Creek (Ernie Watkins) Bridge Section of Hall Creek Road in Coos County. Bids received June 28, 1990. Contract No. 10,942 awarded on July 12, 1990, to West Coast Contractors, Inc., Coos Bay, at $271,171.50.

2) Work on Scholls Highway at Denney Road in Washington County. Bids received June 28, 1990. Contract No. 10,943 awarded on July 20, 1990, to Jerry Brundidge Construction, Inc., Boring, at $301,394.

3) Work on the Front Street-Pacific Highway East Section of East Cleveland Street in Woodburn, Marion County. Bids received June 28, 1990. Contract No. 10,944 awarded on July 25, 1990, to Roy L. Houck Construction Company, Salem, at $593,064.50.

4) Work on the Arterial Street Overlay Project No. 8 on Portland city streets in Multnomah County. Bids received June 28, 1990. Contract No. 10,945 awarded on July 12, 1990, to Oregon Asphaltic Paving Co., Inc., Portland, at $775,459.65.

5) Work on the Rogue River Bridge-Gold Beach Section of the Oregon Coast Highway in Curry County. Bids received June 28, 1990. Contract No. 10,946 awarded on July 12, 1990, to Weaver Construction Co., La Grande, at $2,426,873.00.

6) Work on the Rufus-Arlington (East Unit) Section of the Columbia River Highway in Gilliam County. Bids received June 28, 1990. Contract No. 10,949 awarded on July 12, 1990, to Babler Bros., Inc., Portland, at $4,399,658.70.

7) Work on the Lincoln Beach-Fogarty Creek Section of the Oregon Coast Highway in Lincoln County. Bids received June 28, 1990. Contract No. 10,950 awarded on July 12, 1990, to J. C. Compton Contractor, Inc., McMinnville, at $4,111,540.00.

8) Work on the Fir Grove Lane-Towers Road Section of the North Santiam Highway in Marion County. Bids received June 28, 1990. Contract No. 10,951 awarded on July 12, 1990, to North Santiam Paving Co., Stayton, at $1,994,354.50.

9) Work on the West Marquam Interchange-North Tigard Interchange Section of the Pacific Highway in Multnomah County. Bids received June 28, 1990. Contract No. 10,952 awarded on July 12, 1990, to Babler Bros., Inc., Portland, at $2,859,706.50.

Dated this 7TH day of August, 1990

William Lindsey
For Donald E. Forbes, State Highway Engineer

August 6, 1990

EXHIBIT F
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On June 20, 1990, signed an agreement with the City of Corvallis covering the City's exchange of FAU funds for State funds at a rate of $85 State for $100 FAU. (Transportation Commission approved this exchange on October 17, 1989.)

2) On June 21, 1990, signed an agreement with Multnomah County for improvements in the vicinity of 181st Avenue and NE Portland Highway (Sandy Boulevard). This project uses Immediate Opportunity Funds at a cost not to exceed $500,000 for the facilitation of the US Bancorp's data processing center. (Transportation Commission approved this agreement July 25, 1989.)

3) On June 28, 1990, approved an agreement with the City of Salem concerning the Salem Rideshare Program. The project will be financed 100 percent by FAU funds with no expense to the State. (State Highway Engineer approved this project on May 9, 1984.)

4) On July 6, 1990, signed a supplemental agreement with Washington County concerning construction of the Rock Creek Boulevard-Tualatin Valley Highway Section of 185th Avenue. This supplement changes the project funding. (Original agreement approved by State Highway Engineer on January 20, 1983.)

5) On July 5, 1990, approved an agreement with Linn County for inspection and maintenance of publicly owned covered bridges open to vehicular traffic through July 1, 1991. State shall reimburse County up to an amount not to exceed $33,852.

Dated this 2nd day of August, 1990

Cam Gilmour

Cam Gilmour, Manager
Program Section

EXHIBIT G
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On April 26, 1990, approved a parking prohibition on both sides of the Goshen-Divide Highway No. 226 from M.P. 3.55 to M.P. 3.65 in Lane County.

2) On May 22, 1990, approved the removal of parking on the north and south side of NW South Frontage Road paralleling the Columbia River Highway No. 2 from Marine Drive (M.P. F16.90, Engr. Sta. 72+00) to Graham Road (M.P. F17.38, Engr. Sta. 97+60) in the City of Troutdale, Multnomah County.

3) On May 30, 1990, adopted Temporary Speed Zone Order No. 982 establishing a 45 MPH speed zone from M.P. 288.60 to M.P. 291.28 (northbound) on Pacific Highway No. 1 in Washington County. This order expires when construction is complete and temporary speed signs are removed.

4) On June 15, 1990, approved a parking prohibition on both sides of the Florence-Eugene Highway No. 62 from US 101 (M.P. 0.00) to a point 300 feet east of Spruce Street (M.P. 0.30) in the City of Florence.

5) On June 18, 1990, approved a parking prohibition on both sides of the Douglas County Fairground Interchange on I-5 from M.P. 122.50 to M.P. 123.30 and including the interchange ramps. It is estimated that this prohibition will be needed three times a year: during the 4th of July, the Douglas County Fair, and possibly one other event.

6) On June 20, 1990, adopted Speed Zone Order No. 981 covering the following sections on the Sams Valley Highway in Jackson County:

   45 MPH from M.P. 0.89 to M.P. 1.47
   35 MPH from M.P. 1.47 to M.P. 1.51.

   Rescinded Speed Zone Resolution No. 532 dated December 12, 1967.

EXHIBIT G
MINUTES OF 8/21/90

7) On June 22, 1990, approved a parking restriction allowing only emergency parking on the Columbia River Highway No. 2 from M.P. 85.75 to M.P. 86.77, Westbound, in Wasco County.

Dated this 13th day of August, 1990

Dwayne Hofstetter, Traffic Engineer

July 26, 1990

EXHIBIT H

MINUTES OF 8/21/90

DATE: **JULY, 1990**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLACKAMAS COUNTY: LESTER AVE. INTERCHANGE-EAST PORTLAND FREEWAY:** Files 46236 and 46237 - containing 1,550 Sq. Ft.; $1,660; Approved 6/27/90.
2) **COOS COUNTY: COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HWY.:** File 24063 - containing 0.27 acre; $2,500; Approved 6/11/90.
   LANE COUNTY: OAKHILL-EUGENE-SPRINGFIELD SEC. - FLORENCE-EUGENE HWY.:
3) File 44418 - containing 60,740 Sq. Ft.; $35,000; Approved 6/21/90.
4) File 45932 - containing 20,133 Sq. Ft.; $ 5,800; Approved 6/18/90.

AGREEMENTS: (35-48)

5) Agreement with Southern Pacific Transportation Company; State proposes to construct overpass on R.R. property; Proposed SH34 overpass C-685.62-A-TANGENT; **CORVALLIS-LEBANON HWY.**; **LINN COUNTY**; By separate instrument R.R. will grant State easement; Approved 6/11/90.

6) Highway Easement Deed with USA, DOT, Federal Highway Administration; for a ten-year period from execution of Deed (or sooner, if agreed); for right-of-way for construction, operation, maintenance of a highway; **REDMOND-BEND SECTION; THE DALLES-CALIFORNIA HIGHWAY; DESCHUTES COUNTY;** File 6032 046; Approved 6/12/90.

7) Construction Permit - R/W File 45849; by which State of Oregon, DOT donates to the City of Portland property rights for temporary use for the construction of the **S.E. SCHILLER/92ND DIST. HCD STREET IMPROVEMENT PROJECT**; including the right to construct a transition slope on portion of property; Approved 6/01/90.

8) Special Use Permit with Forest Service; one-year extension for Halfway Hill Communication Site; Pine Ridge Ranger District; Wallowa-Whitman National Forest; Baker County; File 57844; Approved 6/25/90.

PERSONAL SERVICE CONTRACTS: (35-47)

9) Building Repair and/or Demolition Contract with Bartells Materials Management, Inc. for demolition of Grunwaldt Bldg., 101 E. Hall Ave., Coos Bay, OR; R/W File 58651; work to be completed 30 calendar days following notice to proceed; $7,350; Approved 6/08/90.

10) Building Repair and/or Demolition Contract with Stark Trucking, Inc. for tank removal and slab replacement at 435 Commercial St. N.E., Salem OR; R/W Files 51251 & 51626-8; work to be completed 45 calendar days following notice to proceed; $1,490; Approved 6/25/90.

EXHIBIT H

MINUTES OF 8/21/90

INDENTURES OF ACCESS: (35–54)

10) File 13193 – Indenture of Access with Thomas Gerber on the northerly side of the **DEER CREEK–MASONVILLE SECTION** of the relocated **SALMON RIVER HIGHWAY**; **YAMHILL COUNTY**; Approved 5/02/90.

11) File 56641 – Indenture of Access with Less Schwab Profit Sharing Retirement Trust on the northwesterly side of the **MURPHY RD.–LAVA BUTTE SECTION** of **THE DALLES–CALIFORNIA HIGHWAY**; **DESCHUTES COUNTY**; Approved 5/23/90.

12) File 56680, 38320, and 18878 – Indenture of Access with Bernard Peterman on the northerly side of the **SUTHERLIN INTERCHANGE SECTION**; of the relocated **ELKTON–SUTHERLIN HIGHWAY**; **DOUGLAS COUNTY**; Approved 6/18/90.

13) File 58479 – Indenture of Access with Howard & Schartz on the northerly side of the Roseburg–Dixonville Section of the relocated **NORTH UMPQUA HIGHWAY**; **DOUGLAS COUNTY**; Approved June 20, 1990.

14) File 58479–B – Indenture of Access with Caddock Properties on the southerly side of the **OAK CREEK–NORTH BANK ROAD SECTION** of the **NORTH UMPQUA HIGHWAY**; **DOUGLAS COUNTY**; Approved 6/26/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

CLACKAMAS HWY.–GLADSTONE INTERCHANGE – S.W. 82ND DR. (EVELYN ST.):

58609	Safeway Canada Holdings, Inc.	$ 24,000	App. 5/03/90
58689	Safeway, Incorporated	$ 4,300	App. 4/12/90

OSWEGO HWY. @ PIMLICO DR. (WEST LINN) – OSWEGO HWY.:

57520	Stephen J. McClellan and Margaret A. Reinhart	$ 2,500	App. 6/21/90
57523	David & Michelle R. Bunnell	$ 1,400	App. 5/30/90

SCL PORTLAND–NCL WEST LINN – OSWEGO HIGHWAY:

6040 002	John S. & Mary H. Black	$ 200	App. 6/25/90

SPANGLER HILL–MULINO – CASCADE HWY. SOUTH:

57789	R. W. Evans Farm & Livestock Services (Luchterhand) (Fencing on separate Final Report)	$ 3,765	App. 5/16/90
57797	John R. & Judith D. Conway (Addt'l. fencing allowance)	$ 31.76	App. 6/05/90
57802	Coffman Excavation, Inc.	$3,998.80	App. 6/21/90
57809	Walter R. & Constance J. Major	$ 24,250	App. 6/07/90

TACOMA ST. INTERCHANGE–S.E. 17TH – PACIFIC HIGHWAY EAST:

6041 014	James C. Maletis	$489,000	App. 5/24/90

EXHIBIT H

MINUTES OF ~~8/21~~/90

OPTIONS: (Continued)

CLATSOP COUNTY:

JEWELL JUNCTION–OSWEG CREEK – SUNSET HIGHWAY:

54395	A.B.C. Roofing, Inc.	$ 6,500	App. 5/30/90
54396	Eileen A. Kyle	$ 6,500	App. 6/05/90

COOS COUNTY:

COQUILLE REROUTE – COOS BAY–ROSEBURG:

6028 020	John W. Baker	$ 850	App. 6/14/90

CURTIS AVE.–COALBANK SLOUGH – OREGON COAST HIGHWAY:

58651	Alton E. Grunwaldt	$191,000	App. 6/21/90

CURRY COUNTY:

ROGUE RIVER BR.–GOLD BEACH – OREGON COAST HIGHWAY:

58548	Wha Young Lee; Young Ho Kim; and Chung Kim	$ 15,325	App. 6/05/90
58556	Helen Wolff	$ 400	App. 6/12/90

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA:

6032 040	Michael C. & Dennis C. Wibel	$ 600	App. 6/25/90
6032 048	Willis & Virginia Yates	$ 1,250	App. 6/01/90
6032 069	Leland F. & Leah R. Jaccard	$ 1,730	App. 6/25/90
6032 077	Ray Cameron	$ 550	App. 6/12/90

TERREBONNE–O'NEIL JCT.–THE DALLES–CALIFORNIA (97):

6054 029	Leata A. Cross	$ 1,300	App. 6/25/90

JOSEPHINE COUNTY:

FOOTHILL BLVD.–ROGUE RIVER/REDWOOD JCT. – REDWOOD HIGHWAY:

57422	Velma C. Ballinger	$153,600	App. 6/05/90

KLAMATH COUNTY:

CHILOQUIN STATE AIRPORT – AIRPORT HIGHWAY:

57885	LeRoy T. Rubidoux	$ 20,000	App. 6/05/90

FORGE–LOBERT (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

58044	Lititia Josephine Kirk	$ 6,650	App. 5/22/90
6050 007	Paul & Robert Wampler, Inc.	$ 1,625	App. 6/14/90
6050 016	Lee Roy Blue & Leona G. Heer Blue, Trustees	$ 2,100	App. 6/25/90
6050 020	Gloria Gusman Curtis	$ 950	App. 6/14/90
6050 030	David Say (Briley)	$ 3,160	App. 6/05/90
6050 035	Walter R. Reed; Irwin O. Reed; Betty A. Garrett	$ 6,650	App. 5/22/90

EXHIBIT H

MINUTES OF 8/21/90

Report of Actions Taken Under Delegated Authority
July 1990 – Page Four

OPTIONS: (Continued)

LANE COUNTY:

PLEASANT HILL-CRESWELL – SPRINGFIELD-CRESWELL HIGHWAY:

58253	Creswell Commercial Service, Inc.	$ 650	App. 6/12/90

SALMON CREEK BRIDGE – WILLAMETTE HIGHWAY:

6029 004	City of Oakridge (Combined w/6029 005)	$ 2,800	App. 5/24/90
6029 013	Arthur & Maxine Happe	$ 12,000	App. 6/05/90

LINCOLN COUNTY:

LINCOLN BEACH-FOGARTY CREEK – OREGON COAST HIGHWAY:

55592	Franz R. Stenzel, et al	$ 20,300	App. 5/29/90
55592	Seagrove Homeowner's Association (Improvements	$ 1,100	App. 5/30/90
55611	Shirley A. Twehus	$ 2,900	App. 5/24/90
55614	Harley & Bette Morrison	$ 2,700	App. 5/29/90
55618	Richard & Margaret Biles	$ 1,550	App. 5/25/90
55625	Sea Ridge Condominium Association	$ 49,900	App. 6/01/90
55640	Ernest E. Lissy	$ 4,400	App. 5/29/90
55650	Ann Ricciardi	$ 1,900	App. 6/14/90
55664	Geraldine Nutt	$ 4,000	App. 6/12/90

LINN/BENTON COUNTIES:

CORVALLIS BYPASS – CORVALLIS-NEWPORT HIGHWAY:

58084	City of Corvallis	Donation	App. 6/05/90

LINN COUNTY:

PARK ST. @ GRANT ST. – SANTIAM HIGHWAY:

6069 001	Universal West, Inc.	$ 1,000	App. 6/25/90
6069 002	Robert H. Forbes	$ 100	App. 6/25/90
6069 002	M & M Rentals (Sign)	$ 4,200	App. 6/25/90

MALHEUR COUNTY:

AIRPORT WAY-CAIRO JCT. – OLDS FERRY-ONTARIO HIGHWAY:

6042 003	Ray H. & Vicki Winegar	$ 100	App. 5/29/90
6042 004	Roger L. & Thelma L. Smith	$ 100	App. 6/12/90
6042 005	Roger L. & Thelma L. Smith (Stewart)	$ 100	App. 6/21/90
6042 011	Boulevard Grange #389	$ 100	App. 5/29/90
6042 031	Robert & Floramae Fontaine	$ 1,350	App. 6/11/90

MARION COUNTY:

SILVERTON RD.-STATE ST. (AKA MARKET ST. INTERCHANGE) – PACIFIC HIGHWAY:

6027 013	Michaele Collier	$185,500	App. 6/25/90

EXHIBIT H

MINUTES OF 8/21/90

OPTIONS: MARION COUNTY: (Continued)

N. SANTIAM S.P.–MILL CITY – N. SANTIAM HIGHWAY:

6061 004	Philip Lynn & JoAnn Hebing	$ 2,400	App. 6/25/90

MULTNOMAH COUNTY:

S.E. DIVISION–S.E. YAMHILL – S.E. 190TH:

58464	Ivan R. & Joyce Y. Rohde	$ 350	App. 5/18/90
58470	Oswald E. Jauch	$ 200	App. 5/01/90

UNION/GRAND AVE. VIADUCT–S.E. RIVER RD. – PACIFIC HIGHWAY EAST:

55962	Oregon Sign Corporation (Sign)	$ 4,700	App. 5/24/90

TILLAMOOK COUNTY:

MIAMI RIVER BRIDGE – OREGON COAST HIGHWAY:

58205	Robert H. & Elaine S. Galbreath (Property valued @ $400 is being exchanged for Parcel 2 on File 58206 excess parcel of equal value)	Exchange	App. 1/20/90
58206	Garibaldi Management Company	$ 1,200	App. 5/08/90
58207	Tillamook County	Donation	App. 3/16/90

UMATILLA COUNTY:

BUTTER CREEK JCT.–OLD OREGON TRAIL HWY. – LEXINGTON–ECHO HIGHWAY:

58731	Brok P. Tucker, et al	$ 15,000	App. 6/05/90

UNION COUNTY:

IMBLER–ELGIN (CLIMBING LANE) – WALLOWA LAKE HIGHWAY:

6065 001	James G. & Goldie M. Kleinknecht	$ 2,700	App. 6/01/90
6065 002	Tommy William Noyes; David Robert Noyes	$ 1,200	App. 6/05/90
6065 003	H. Lewis & Myrtle M. Huber	$ 100	App. 6/01/90

WASHINGTON COUNTY:

CORNELL ROAD INTERCHANGE – SUNSET HIGHWAY:

58111	BMC Holdings, Inc.	$ 62,775	App. 5/03/90
58115	Sunset Associates, Ltd.	$118,100	App. 6/12/90

MURRAY BLVD.–FANNO CREEK – SCHOLLS HIGHWAY:

6047 027	Wyatt E. & Bernice G. Starr	$ 325	App. 6/14/90

MURRAY BLVD. INTERCHANGE – SUNSET HIGHWAY:

58644	Glenn T. & Peggy A. Jones	$ 1,600	App. 6/05/90
58645	Rodney Daryl & Linda F. Jones	$ 2,100	App. 6/25/90
58646	Jose Francisco Lopez–Mares; Rocio Lopez	$ 625	App. 6/21/90
58647	James LeRoy Krager (Smith/Libby)	$ 100	App. 6/25/90

EXHIBIT H

MINUTES OF 8/21/90

Report of Action Taken Under Delegated Authority
July, 1990 – Page Six

OPTIONS: WASHINGTON COUNTY: (Continued)

SCHOLLS HWY. @ DENNY RD. – SCHOLLS HIGHWAY:

6037 002	William I. Allen	$ 4,550	App. 6/12/90

YAMHILL COUNTY:

11TH–HILLSBORO/SILVERTON HWY. – WYNOOSKI ST.:

6058 001	Smurfit Newsprint Corporation	$ 100	App. 5/08/90
6058 005	Marvin Schneider; Merlin Jajoie	$ 2,500	App. 6/07/90

Dated this 5th day of July ,1990

Steven Green, Right of Way Manager

EXHIBIT H
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CORNELL ROAD INTERCHANGE SECTION OF THE SUNSET HIGHWAY

R-58122 - Federal Deposit Insurance Corp.	Offer:	$109,400.00

FORGE RD.-LOBERT RD. SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-6050026 - Quentin L. Breen	Offer:	$2,660.00
R-6050032 - Lonnie Sanborn		2,250.00
R-6050037 - Mary Cecelia Ewing		2,900.00

MT. HOOD - LONE PRAIRIE ROAD SECTION OF THE MT. HOOD HIGHWAY

R-57148 - Michelle Kay Patterson	Offer:	$6,000.00

MURRAY BLVD.-FANNO CREEK SECTION OF THE SCHOLLS HIGHWAY

R-6047008 - James D. Cawley	Offer:	$600.00
R-6047031 - Raymond A. Hrabik		18,475.00
R-6047039 - Chester L. Robinson		200.00
R-6047040 - Conestoga Park No. 1		14,100.00

MURRAY BLVD INTERCHANGE SECTION OF THE SUNSET HIGHWAY

R-57697 - William George Wood	Offer:	$3,210.00

ROGUE RIVER BRIDGE-GOLD BEACH SECTION OF THE OREGON COAST HIGHWAY

R-58538 - McNair-Boice, Inc.	Offer:	$2,400.00

SALMON RIVER HWY. @ THREE RIVERS HWY. SECTION OF THE SALMON RIVER HIGHWAY

R-6035003 - Clare W. Austin	Offer:	$1,700.00
R-6035005 - James L. Werth		40,350.00
R-6035008 - Clifford B. Jenne		150.00
R-6035009 - Kenneth Bode		850.00
R-6035010 - Ernest G. Hollmann		1,300.00

EXHIBIT H

MINUTES OF 8/21/90

REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY (cont.)

TACOMA ST. INTCHGE-17TH AVE. SECTION OF THE PACIFIC HIGHWAY EAST

R-6041015 - Walter J. Roots, Jr.	Offer:	$8,515.00

TERWILLIGER BLVD. INTCHGE. SECTION OF THE PACIFIC HIGHWAY

R-6026009 - Prairie States LIfe Ins. Co.	Offer:	$2,400.00

UNION/GRAND AVE. VIADUCT-S.E. RIVER RD. SECTION OF THE PACIFIC EAST HIGHWAY

R-58303 - Nediljko Patrlj	Offer:	$20,850.00
R-58304 - Sigmond Sielicky		37,083.00
R-58305 - Pendleton Woolen Mills		99,250.00
R-58315 - Frank J. Merhar		198,100.00
R-58323 - Southern Pacific Transportation		13,000.00
R-58572 - Pendleton Woolen Mills		73,775.00
R-58573 - Pendleton Woolen Mills		2,900.00

Dated this 31st day of July, 1990

STEVEN GREEN, Right of Way Manager

EXHIBIT H

MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

AIRPORT WAY - CAIRO JCT SECTION OF THE OLDS FERRY - ONTARIO HIGHWAY

R-6042022 - Robert F. Baker, et al Offer: $13,050.00

CLACKAMETTE PARK BRIDGE SECTION OF THE PACIFIC EAST HIGHWAY

R-6030001 - Dakota Minerals, Inc. Offer: $165.00
R-6030002 - Dakota Minerals, Inc. & Richard Abel $600.00

MT. HOOD - LONE PRAIRIE ROAD SECTION OF THE MT. HOOD HIGHWAY

R-57244 - Patrick Allen Tomlin Offer: $2,575.00

SKYLINE BLVD. AT CORNELIUS PASS RD. SECTION OF SKYLINE BLVD.

R-58530 - Heirs and Devisees of
Herbert Alexis Linden Offer: $1,725.00
Offer amount corrected, May Offer listed at $11,450.00

UNION/GRAND AVE. VIADUCT-S.E. RIVER RD. SECTION OF THE PACIFIC EAST HIGHWAY

R-58309 - Fayjim Corporation et al Offer: $58,000.00

WEST CAMPUS WAY INTERSECTION SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-6043001 - Billee Schrieber et al Offer: $4,100.00

Dated this 6th day of July, 1990

STEVEN GREEN, Right of Way Manager

EXHIBIT I
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Planning Engineer, the following action was taken:

1) On June 18, 1990, approved supplemental agreement No. 1 with the University of Oregon for the US101 Vegetation Management and Visual Enhancement Study in Curry County. This supplement extends the contract ending date to September 30, 1990, at no additional cost. (Chairman Hollern approved original agreement on January 24, 1990. Tim Thex approved for Robert E. Royer.)

Dated this 6th day of August, 1990

Robert E. Royer
Planning Engineer

July 26, 1990

EXHIBIT J
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Office of Operations Engineer, the following action was taken:

1) On June 21, 1990, approved an agreement with the Southern Pacific Transportation Company for sand fencing in a recreational vehicle area in the Siuslaw National Forest, Coos County. This $3,500 expenditure was approved by the All-Terrain Vehicle Account Allocation Committee on April 20, 1990.

Dated this 3rd day of August, 1990

Ken Husby

Ken Husby, Manager
Office of Operations Engineer

July 26, 1990

EXHIBIT K
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following actions were taken:

1) On April 4, 1990, approved the following abandonment of a damage claim:

CA0-89-646: Balance of $2,138.89 for a claim against Frank T. Kerr for damage to a highway light pole on US26 (Hwy. 47) at M.P. 72.33 in Multnomah County. Mr. Kerr has no assets and the liability situation is unclear due to a possible mechanical malfunction of the vehicle.

2) On June 20, 1990, approved a personal service contract with Nan Heim/Associates for public involvement services on the Columbia River Highway-Mt. Hood Highway Section of the Mt. Hood Parkway Project in Multnomah County covering the period July 9 to September 1, 1990, at a cost not to exceed $6,500.

Dated this 24 day of August, 1990

Don Adams
Region 1 Engineer

July 26, 1990

EXHIBIT 1

MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following actions were taken:

1) On April 2, 1990, approved the following abandonment of damage claims:

CAO-89-157: Balance of $783.76 for a claim against Wayne R. Crites for traffic control, cleanup, and guardrail repair on Hwy. 18, Rt. 58, M.P. 28.5, Lane County. Mr. Crites is deceased and has unknown assets.

CAO-89-203: Claim in the amount of $566.85 against Otis Smitley and Doreen Crawford for traffic control on Hwy. 15, Rt. 126, at M.P. 16.8, Lane County. Both Mr. Smitley and Ms. Crawford are deceased and mail has been returned undeliverable.

CAO-89-603: Claim in the amount of $454.53 against Charles J. Johnson for traffic control on Pac. Hwy. 1, I-5, M.P. 127.9, Douglas County. Mr. Johnson is deceased and had no assets.

2) On June 18, 1990, approved a supplemental agreement with the City of Ashland for the North Main-Water Street Section of Hersey Street in Jackson County. (Transportation Commission approved original agreement February 23, 1987.)

Dated this 3rd day of August, 1990

James Gi
Region 3 Engineer

EXHIBIT M
MINUTES OF 8/21/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1. On May 14, 1990, approved a personal service contract with CareerTrack Seminars to conduct a training seminar at the Fall 1990 Driver Examiners Conference. The contract covers the date of October 17, 1990 at a cost of $ 2,500.

2. On May 14, 1990, approved a personal service contract with Carol Petersen to conduct a training seminar at the Fall 1990 Driver Examiners Conference. The contract covers the date of October 17, 1990 at a cost of $ 200.

3. On May 9, 1990, approved a personal service contract with Dr. Milton Bennett to conduct a training seminar at the Fall 1990 Driver Examiners Conference. The contract covers the date of October 18, 1990 at a cost of $ 550.

4. On May 22, 1990, approved a personal service contract with Linda Bryson of Challenge Communications to conduct a stress management seminar at the Fall 1990 Driver Examiners Conference. The contract covers the date of October 16, 1990 at a cost of $ 280.

5. On June 11, 1990, approved a personal service contract with Prendergast and Associates to design and prepare plans for the Lloyd Center Express Office relocation. The contract covers the dates of July 1, 1990 through June 30, 1991 at a cost of $ 9,000.

Dated this 5TH day of JULY, 1990

D P Moomaw

David P. Moomaw, Administrator
Motor Vehicles Division

REPORT OF CASES SETTLED AND OPTIONED EXHIBIT N
MINUTES OF 8/21/90

Report of Condemnation Cases Settled

State v. Clark
L-9186
R-56953
Section: S. Commercial-N Santiam Hwy
Highway: Pacific
County: Marion
State's Offer: $21,000
State's Highest Appraisal: $17,000
Settlement Amount: $22,250

Report of Condemnation Cases Optioned [Dismissed]

State v. Ballinger
L-9471
R-57422
Section: Foothill Blvd. - Rogue River/Redwood Hwy. Jct.
Highway: Redwood
County: Josephine
Remarks: Settled by Right of Way

State v. US National Bank
L-9538
R-58044
Section: Forge Rd.-Lobert Rd. (south unit)
Highway: The Dalles-California
County: Klamath
Remarks: Settled by Right of Way

EXHIBIT N

MINUTES OF 8/21/90

Report of Condemnation Cases Optioned [Dismissed]

State v. Grunwaldt
L-9573
R-58651
Section: Curtis Ave.-Coalbank Slough
Highway: Oregon Coast
County: Coos
Remarks: Settled by Right of Way

State v. Childers
L-9574
R-57876
Section: Chiloquin State Airport
Highway: None
County: Klamath
Remarks: Settled by Right of Way

State v. Bunnell
L-9572
R-57523
Section: Oswego Hwy. at Pimlico Dr.
Highway: Oswego
County: Clackamas
Remarks: Settled by Right of Way

State v. Svalina
L-9596
R-57809
Section: Spangler Hill-Mulino
Highway: Cascade Highway South
County: Clackamas
Remarks: Settled by Right of Way

State v. Earl, et al.
L-9529
R-58220
Section: Dooley Bridge-Cannon Beach Jct.
Highway: Oregon Coast
County: Clatsop
Remarks: Settled by Right of Way

State v. Thayer
L-9527
R-58216
Section: Dooley Bridge-Cannon Beach Jct.
Highway: Oregon Coast
County: Clatsop
Remarks: Settled by Right of Way

State v. Investors Consotium Ltd.
L-9445
R-57660
Section: SE 21st Ave.-SE Baseline
Highway: Tualatin Valley
County: Washington
Remarks: Settled by Right of Way

EXHIBIT N
MINUTES OF 8/21/90

Report of Condemnation Cases Settled

State v. Turley
L-9392
R-57072
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $150
State's Highest Appraisal: $100
Settlement Amount: $150

State v. Evergreen Aviation
L-9398
R-57083
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $1,000
State's Highest Appraisal: $100
Settlement Amount: $1,000

State v. Maynard
L-9393
R-57073
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $1,000
State's Highest Appraisal: $3,400
Settlement Amount: $2,000

State v. Baker
L-9391
R-57071
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $250
State's Highest Appraisal: $100
Settlement Amount: $250

EXHIBIT N

MINUTES OF 8/21/90

Report of Condemnation Cases Settled/Cont'd

State v. Evergreen Int'l Aviation, Inc.
L-9400
R-57085
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $60,000
State's Highest Appraisal: $58,050
Settlement Amount: $60,000

State v. Evergreen Agriculture Ent.
L-9396
R-57080
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $4,700
State's Highest Appraisal: $4,160
Settlement Amount: $10,000

State v. Maynard
L-9394
R-57074
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $250
State's Highest Appraisal: $2,000
Settlement Amount: $250

State v. Evergreen Helicopters, Inc.
L-9399
R-57084
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $85,000
State's Highest Appraisal: $100,618
Settlement Amount: $110,600

Report of Condemnation Cases Settled/Cont'd

State v. Evergreen Agricultural Ent.
L-9395
R-57079
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $6,200
State's Highest Appraisal: $4,570
Settlement Amount: $10,000

State v. Longhurst
L-9397
R-57082
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $5,000
State's Highest Appraisal: $4,000
Settlement Amount: $5,000

State v. Panoco
L-9387
R-57040
Section: Scholls/Hall Blvd.
Highway: Scholls
County: Washington
State's Offer: $110,000
State's Highest Appraisal: $107,360
Settlement Amount: $132,100

Report of Condemnation Cases Tried

State v. Ferro, et al.
L-9402
R-57055
Section: E. McMinnville
Highway: Salmon River
County: Yamhill

Verdict of $95,000 appears to have been a split between the State's experts and the defendant's experts. The State's experts were at $29,307 and at $35,600 and the defendant's witnesses were at $196,100 and $151,000. Defendant prevailed as plaintiff was unable to hire a local broker to testify in this case.

5484T/dsk

EXHIBIT N
MINUTES OF 8/21/90

Report of Condemnation Cases Tried/Cont'd

State v. Altimus & Church
L-9404
R-57058
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill

Defendant hired three attorneys and answered and counterclaimed in the amount of $70,600. Defendant had two appraisers, a land use planner and a local broker testify. The state had only one local appraiser testify. The verdict was $7,000.

5484T/dsk

NEIL GOLDSCHMIDT
GOVERNOR

EXHIBIT 0
MINUTES OF 8/21/90

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

July 9,1990

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On July 9, 1990, $ 7,742,222.60 was distributed to the counties as their share of motor vehicle revenues for the month of June, 1990.

On July 9, 1990, $ 4,923,645.98 was distributed to the cities for the month of June, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of July, 1990

Douglass R. Goldbach, Controller
Highway Division

731-0146 (6-69)

AN EQUAL OPPORTUNITY EMPLOYER

At 2 p.m. September 17, 1990, the Oregon Transportation Commission met at The Hotel Newport, 3019 North Coast Highway, Newport, for a tour by bus of the Alsea Bay Bridge Project and the proposed Oregon Coast Aquarium. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.) Those present on the tour were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
William Anhorn, Deputy State Highway Engineer
Wanda Kennedy, Assistant Administrator of Aeronautics Division
Bob Pool, Region 2 Engineer
Fran Neavoll, Commission Services

There were other staff persons on the tour.

Also on the tour were the following local officials:

Mayor Mark Collson, City of Newport
Alan Brown, Councilman, City of Newport
Don Davis, City Manager of Newport
Ken Hobson, Assistant City Manager of Newport.

Joining the tour at the Alsea Bay Bridge construction site in Waldport were George Hopkins, Construction Manager, and Phil Rabb, Project Manager. The group disembarked the bus and walked on the present alignment viewing the construction of the new Alsea Bay Bridge, which is being built alongside of the existing bridge. The prime contractor on this project is General Construction Company, a Division of Wright Schuchart, Inc., (Contract No. 10,548). The amount of the contract is $42,393,656. Work began on the bridge in the Fall of 1988 and the estimated completion date is December 1991. It is planned that the bridge will be open for traffic in July 1991 with the demolition of the old bridge to follow.

Following the tour of the Alsea Bay Bridge construction project, the tour proceeded to the proposed Oregon Coast Aquarium near the Mark Hatfield Marine Science Center in Newport. Donald Davis, City Manager of Newport, informed the Commission that the State had provided up to $500,000 of Immediate Opportunity Funds to help finance the design and construction of the relocation of the Ferry Slip Road, the widening of 32nd Street, and the widening of the Oregon Coast Highway at 32nd Street to accommodate increased traffic volumes. These improvements are in the vicinity of the future development of the Oregon Coast Aquarium which meet the criteria for the Funds.

Phyllis Bell, Acting Executive Director of the Aquarium, explained that this facility will be an interpretive center located on 23 acres along the Yaquina Bay in Newport and will be opened in the Spring of 1992. She said it is being built through a partnership of public, private, and corporate support. She mentioned that the proposed Aquarium's construction will impact the economy by nearly $42 million. It is planned that the Aquarium will attract more than 450,000 visitors each year, representing an annual statewide economic benefit of over $13 million. She said over $6 million will be spent each year on the Central Oregon Coast alone. She also mentioned that the Aquarium's estimated direct annual revenue will ensure its ability to be fully self-supporting. By use of maps, she explained the site and building plan.

The tour concluded at 4:40 p.m.

At 7 p.m. that evening, the Transportation Commission had dinner with local officials at The Hotel Newport. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
William Anhorn, Deputy State Highway Engineer
Bob Pool, Region 2 Engineer
Dennis Moore, Administrator of Public Transit Division
Wanda Kennedy, Assistant Administrator of Aeronautics Division
Dennis Rice, Northwest Region Manager, Motor Vehicles Division
Richard Fairbrother, Division Administrator of Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present for the dinner including approximately 31 local officials from the Cities of Newport, Lincoln City and Waldport; Lincoln County, Greater Newport Chamber of Commerce, Port of Newport, Depoe Bay Chamber of Commerce, Depoe Bay Planning Commission, Senator John Brenneman, and other interested parties.

Following dinner, Mr. Pool welcomed the guests and said that it was timely to have a Commission meeting in Newport due to the discussions concerning the proposed parkways and bypasses.

Mayor Mark Collson of Newport commented that the transportation system is critical to the area due to the increased number of people visiting the Coast. He said it was important that there be a good transportation system in order to transport their goods to and from the Coast. He was appreciative of the work done on Highways 20, 18 and 101.

Although there are differing opinions, Mayor Collson said he respects the position of the Commission and he was pleased that the Commission chose to meet in Newport.

The meeting adjourned at 8:30 p.m.

At 8 a.m., September 18, 1990, the Oregon Transportation Commission held its regular monthly meeting at The Hotel Newport, 3019 North Coast Highway in Newport. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Dennis Moore, Administrator of Public Transit Division
Wanda Kennedy, Assistant Administrator of Aeronautics Division
William Anhorn, Deputy State Highway Engineer
Bob Pool, Region 2 Engineer
Jim Gix, Region 3 Engineer
Richard Fairbrother, Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present, including members of the news media.

Chairman Hollern opened the meeting by saying the Commission was pleased to be in Newport. He mentioned that Commissioner Breezley was scheduled to attend but due to weather conditions, he was unable to land in Newport.

Vice Chairman Whitty moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the August 21, 1990, telephone meeting.

2) Apply for and expend funds from the Federal Railroad Administration for an entitlement grant of $36,000, with a total expenditure of $51,430, for funding to continue the State Rail Planning Program. (Authorized Director to sign grant agreement with the Federal Railroad Administration.)

3) Special City Allotment Projects for 1991 calendar year. (Authorized State Highway Engineer to sign necessary agreements.)

1991 SPECIAL CITY ALLOTMENT PROGRAM

CITY	PROJECTS	SCA	CITY	TOTAL
1. Amity	Goucher (Nersery St. to End)	25,000	26,000	51,000
2. Aumsville	2nd, 3rd, 4th & 9th (Main St. to Cleveland St.)	25,000	21,000	46,000
3. Barlow	First St. (S. Barlow Rd. to Railroad Dr.)	25,000	0	25,000
4. Bay City	Third, B & C Street	25,000	6,000	31,000
5. Butte Falls	South St. (Pine St. to Laurel St.)	25,000	0	25,000
6. Cascade Locks	Forest Lane (Hwy 30 to Wheeler St.)	25,000	155,000	180,000
7. Depoe Bay	Lane, Williams & Austin Streets	25,000	3,000	28,000
8. Donald	Crisell Street (Cone St. to Oak St.)	25,000	3,000	28,000
9. Dufur	First, Heisler & Williams Streets	25,000	0	25,000
10.Dunes City	Huckleberry Lane (Clearlake Rd. to Wright Rd.)	25,000	25,000	50,000
11. Enterprise	S. River Street (Hwy 82 to Railroad Tracks)	25,000	3,000	28,000
12. Elgin	Birch Street (12th Ave. to 17th Ave.) 14th Avenue (Birch St. to Division St.)	25,000	7,000	32,000
13. Estacada	S.E. Main St. (S.E. 3rd St. to Hwy 224)	25,000	40,000	65,000
14. Fossil	Third St. (Jay St. to Jefferson St.)	25,000	0	25,000
15. Gervais	Fifth St. (Grove Ave. to Ivy Ave.)	25,000	0	25,000
16. Gold Beach	Airport Way (Moore St. to North 2nd)	25,000	10,000	35,000
17. Gold Hill	10th St. (5th Ave. to 6th Ave.), 6th Ave. (5th Ave. to 7th St. & 9th St. to 11th St.)	25,000	21,000	46,000
18. Halfway	Lion, Pine, School, W. Church & W. Dawson Streets	25,000	0	25,000
19. Heppner	Willow Creek (South Court St.) Br.	25,000	200,000	225,000
20. Hines	S. West Circle Drive (W. Barnes to U.S. 20)	25,000	20,000	45,000
21. Independence	Gun Club Road (Picture St. to Hoffman Rd.)	25,000	47,000	72,000
22. Junction City	11th Avenue (Ivy Ave. to Greenwood St.) Greenwood St. (11th Ave. to 10th Ave.)	25,000	21,000	46,000
23. Lafayette	Bridge Street (3rd St. to 15th St.)	25,000	13,000	38,000
24. Lakeside	Jacobson Way (8th St. & Rainbow Lane)	25,000	0	25,000
25. Lakeview	S. 7th Street (H St. to J St.)	25,000	0	25,000
26. Madras	B Street (5th St. to 10th St.)	25,000	5,000	30,000
27. Molalla	Center Street (Main St. to Heintz St.)	25,000	16,000	41,000
28. Moro	Second Street (McCoy St. to Hood St.)	25,000	0	25,000
29. Myrtle Creek	Orchard Street (Division St. to Rice St.)	25,000	35,000	60,000
30. North Plains	Commercial St. (Glencoe Rd. to 4th St.)	25,000	1,000	26,000
31. North Powder	4th Street (G St. to West End)	25,000	0	25,000
32. Nyssa	N. Third St. (Locust Ave. to Chestnut Ave.)	25,000	0	25,000
33. Oakland	2nd Street (Oak St. to Cypress St.)	25,000	10,000	35,000
34. Pilot Rock	N.E. Elm (N. City Limits to 4th St.)	25,000	15,000	40,000
35. Powers	2nd Street (Spruce St. to Hemlock St.)	25,000	0	25,000
36. Rogue River	Pine Street (Depot St. to Main St.)	25,000	3,000	28,000
37. Scappoose	S.E. 6th Street (S.E. Vine St. to S.E. Fay Way	25,000	0	25,000
38. Siletz	Metcalf Ave. (Gaither St. to Palmer St.)	25,000	0	25,000
39. Sutherlin	S. State St. (E. Central St. to Valentines St.)	25,000	0	25,000
40. Willamina	Barber Avenue (Hwy 18 to S.W. Fir St.)	25,000	0	25,000
41. Yamhill	N. Larch Place (Main St. to End)	25,000	0	25,000
		$1,025,000	$706,000	$1,731,000

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Assistant Director for Administration	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Region 5 Engineer	Exhibit E
Motor Vehicles Administrator	Exhibit F
Assistant Attorney General	Exhibit G
Highway Controller	Exhibit H

The Commission unanimously confirmed their next meeting dates as October 16 and 17 in Salem at the State Parks Department Conference Room.

The Commission tentatively changed the meeting dates from November 19 and 20, 1990, to November 12 and 13 in Salem.

The Commission agreed to have a telephone meeting on December 18, if appropriate at that time.

Mr. Bothman mentioned that the fourth annual Silver Falls Workshop will be held November 1 and 2, 1990.

Mr. Bothman announced that Mark Ford had been selected as the Manager of Strategic Planning.

Mark Ford recalled that the Oregon Progress Board had circulated a draft document entitled Oregon Benchmarks setting measurable standards for achievement. He said the Progress Board asked for comments from the public, agencies, and special interest groups. He mentioned the Department has prepared comments (a copy of which was mailed to the Commission previously) to be forwarded to the Progress Board. (Copy in Commission's files, Salem.) He asked for the Commission's approval of the comments.

The Commission requested the following corrections to the document:

1) Vice Chairman Whitty requested the word "more" be deleted from the following sentence on page 3, table 2, lead benchmarks:

> Percentage of Oregon's timber harvest processed in Oregon: The concern over timber represents Oregon's one-industry focus. Another measure which reflects the overall value added component of the gross state product may be more appropriate.

(Continued on next page)

2) Vice Chairman Whitty requested the word "clearcuts" be deleted from the following sentence on page 3, under Exceptional Quality of Life, item 12:

Follow up questions of an opinion survey could be used to determine the seriousness of "visual pollution" from various factors including junkyards, billboards, clearcuts and other factors.

3) Chairman Hollern asked that the word "Commutability" be changed to "Mobility" on page 2, third paragraph.

4) Chairman Hollern said on page 3 one of the proposed benchmarks was listed as consumer protection. He questioned whether the Department should be commenting on consumer protection. Mr. Ford said one of the functions of the Motor Vehicles Division is to protect the ownership rights of vehicles. He said it could be deleted if the Commission was not comfortable. The Commission agreed to leave the reference to consumer protection in the comments.

5) Chairman Hollern requested on page 3, under Exceptional Quality of Life, number 12, the word "maintain" be changed to "improve" in the following sentence:

The target should be to maintain the base percentage in future years.

6) Chairman Hollern said on page 4, paragraph 2, he was concerned with the following sentences:

ODOT's second concern is that the Roads Finance Study may not be the best basis for monitoring the condition of roads and bridges. The State Highway Plan would be a better source of this information.

Chairman Hollern's concern was that the Highway Plan tends to disregard city streets and county roads. He felt that there should be a way to address that as a benchmark. Mr. Ford suggested that the results of the Roads Finance Study be used to develop another measure for city streets and county roads. He indicated he would make that change.

The Commission unanimously approved transmitting the comments, with the requested corrections, to the Oregon Progress Board. (Copy of comments transmitted to Progress Board in Commission's files, Salem.)

Mr. Bothman requested approval of the use of Immediate Opportunity Funds at an estimated cost of $397,500 for improvements to Highway 42 (Coos Bay-Roseburg Highway) in the area of its connection with I-5 and the intersection of Grant Smith Road to the west in Douglas County. He said the work will involve widening Highway 42 and Grant Smith Road, improving the intersection, and modifying the freeway off-ramp to Highway 42. In addition to improving the traffic movement, this would allow Terrain Tamers, a transportation company serving wood products producers, to develop a 60-acre site to expand and consolidate their operation. The firm expects to create 100 new family wage-rate jobs over the next four to five years. The project has been recommended by the Economic Development Department. He said the Immediate Opportunity Funds will be part of a larger funding package involving Douglas County totaling $795,000.

Vice Chairman Whitty declared a conflict as he represents Terrain Tamers and did not discuss or vote on this matter. Commissioner Ford moved for approval. Commissioners Hollern, Ford, and Bolender approved the request and authorized the State Highway Engineer or Director to sign the necessary agreements.

Chairman Hollern asked for a report at the next meeting on the status of the Immediate Opportunity Funds Program.

Wanda Kennedy introduced Evan Boone, President of the local chapter of the Oregon Pilots Association, member of the Newport Airport Committee, and President of the Newport Chamber of Commerce, who briefed the Commission on the airports in Lincoln County.

Mr. Boone expressed his concern for Highways 101 and 20. He then focused his comments on aeronautics by saying the State owns three of the four Lincoln County Airports. He thanked the staff of the Aeronautics Division for their assistance in improving the Siletz Bay Airport and the Wakonda Beach Airport. He described the improvements made to the Wakonda Beach, Siletz Bay, Toledo, and the Newport Airports. He asked for 800 feet of asphalt to improve the safety of the Toledo Airport. He mentioned at the Newport Airport, there is need for a terminal building, a paved road from Highway 101 to the terminal building, and additional hangars and tie-downs. He said there are hopes next year that the commercial passenger activity will increase at Newport. He encouraged the Commission to continue their support of aviation needs to promote the growth of Lincoln County.

Brian Gregor asked for the Commission's adoption of the State Agency Coordination Program and administrative rule to comply with the requirements of ORS 197.180 for State agencies to carry out their programs affecting land use in compliance with the statewide planning goals and in a manner compatible with acknowledged comprehensive plans. He said the Commission needs to submit its adopted program and administrative rule to the Land Conservation and Development Department in September so it may be certified by the Land Conservation and Development Commission before the end of the year. He said the results of the August 15 public hearing had been sent to the Commission. (Copy of hearing summary in Commission's files, Salem.)

Vice Chairman Whitty said in his document pages 5 and 6 were identical. Mr. Gregor explained the information contained on page 6. Vice Chairman Whitty moved for adoption of the Program and rule for submission to the Land Conservation and Development Commission and the motion carried unanimously by the Commission. (Administrative Rule No. 362 in Commission's files, Salem.) The rule was filed with the Secretary of State on September 26, 1990, and effective that date. The rule will be published in the Administrative Rule Bulletin on November 1, 1990.

Judy Gregory said that a document entitled Department of Transportation Space Utilization Master Plan for Salem Facilities prepared by a consultant, Cogan Sharpe Cogan, was placed before the Commission. (Copy in Commission's files, Salem.) She explained this Master Plan came about due to the following reasons:

1) Motor Vehicles Division was told by the Capitol Planning Commission that their request to remodel the Lana Avenue facility would not be approved without a Master Plan.

2) Highway Division's proposal for Deems to construct an adjacent building to house several sections is on hold because of the Capitol Planning Commission's requirements for a Master Plan.

3) General Services has offered the last major parcel of land on the Capitol Mall to the Department for a new building, but it will be available for only a short time longer.

Ms. Gregory said a decision needs to be made before the next legislative session. She briefly outlined the four general recommendations contained in the Master Plan as follows:

1) East Salem Complex should remain at current location.

2) Aeronautics should remain at Salem Airport in remodeled existing space or move to another location near Airport.

(Continued on next page)

3) Continue leasing space/remodel existing Transportation Building or replace current ODOT building with a new building.

4) Motor Vehicles Division remain at existing location by expanding the building and the site or on a new site that is off the Mall.

Ms. Gregory said a decision on these options must be made in order to complete the Master Plan and to proceed with solving the DMV and ODOT space problems. She said the consultant will now complete Phase II, which will be a cost-benefit analysis of the recommendations, and this will be presented to the Commission next month.

Ms. Gregory handed the Commission a sketch showing the remodeling project of the main conference room in the Transportation Building in Salem. She said it is planned to remodel the room so there will be three multi-functional rooms divisible by movable walls. (Copy of design in Commission's files, Salem.)

Bill Hayden of the Civil Rights Section requested authority to hire a consultant for on-the-job-training supportive services. He said the initial contract will be for approximately $100,000 with the option to extend for two additional years at a cost not to exceed $300,000 for the three years. He said the purpose of the on-the-job-training program is to provide for training and upgrading of minorities and women toward journey-level status in highway construction projects. The consultant will assist with recruitment, orientation to the industry, client assessment, pre-employment training, trainee and contractor assistance, and referral services.

Chairman Hollern asked that the performance of this program be measured and that it be included in the contract. He requested that these benchmarks be mailed to the Commission for their concurrence prior to signing the contract.

Vice Chairman Whitty moved for approval. The motion carried unanimously by the Commission, authorizing the State Highway Engineer to proceed with the selection of a consultant and to sign the necessary contract documents, with the option to extend for two additional years not to exceed $300,000.

Mr. Hayden requested authority to extend three consultant contracts for the Disadvantaged Business Enterprise Supportive Services Program. He said the purpose of this Program is to provide technical and professional services designed to increase the total number of minority and women businesses active in the highway program. He said the supplements will extend the time for each contract through December 1991 at a total cost not to exceed $135,000. He requested authorization to negotiate the following contract changes:

	Current Authorization	Cost Increase
Talbot, Korvola and Warwick, (Business management & development assistance)	$ 75,000	$ 70,000
American Contractor Center (Prebid conferences & referral service)	$ 45,000	$ 40,000
Pinnell Engineering	$ 25,000	$ 25,000
TOTAL COST INCREASE		$135,000

Commissioner Ford moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary supplemental contracts.

Upon the recommendation of Mr. Anhorn, Vice Chairman Whitty moved for approval of the following personal service contracts. The motion carried unanimously by the Commission and the State Highway Engineer was authorized to sign the necessary contracts:

1) Bill Anhorn recalled that on February 9, 1990, Chairman Hollern had approved a request to hire a consultant to carry out the public involvement task on the Mt. Hood Parkway Project in Multnomah County for $35,000. Since that time, he said, an additional corridor has been added to the study which doubles the work required of the consultant. He said the staff is working under a limited $6,500 contract with Nan Heim Associates which allowed start-up of the public involvement program while Region 1 developed an expanded work plan. Supplemental contract will not exceed $85,000.

(Continued on next page)

2) Supplement to a personal services contract with Adkins Consulting Engineers to provide preliminary and construction engineering services throughout Region 4. It is necessary to gather information on the Klamath County Line-Drews Creek Road of the Klamath Falls-Lakeview Highway in Lake Highway (Contract No. 10,513) to use in the defense of litigation. This information will also be used to determine the scope of work needed to correct the work on that project. Increases current contract amount by $31,500 to a new total not to exceed $106,500.

3) Development and design of communications system in the Region 1 Freeway Management Program in Multnomah and Washington Counties. The Highway Division lacks experience with advanced technological equipment of this type. The scope of the consultant's work will be to review the technologies available, prepare cost estimates and recommendations for the staged installation of the network, and design interim communication links for four existing groups of ramp meter signals using equipment that can be utilized when the network is installed. The estimated cost is $70,000.

4) Consultant service contracts for the following six highway projects in Region 3 at an estimated cost is $3.02 million of State Funds. Mr. Anhorn said the Region was unable to hire an adequate number of employees quickly enough to allow the projects to be ready to contract as scheduled in the 1991-96 Six-Year Highway Improvement Program. The consultant contracts will run through design approval, with an option to extend through final plans and/or right-of-way acquisition. That will allow a timely re-evaluation of manpower and the need for further consultant involvement.

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PROJECT	TYPE OF WORK	ESTIMATED COST OF CONSTRUCTION & R/W ACQUISITION	CONSULTANT WORK
Group 1			
Salt Creek Falls Camp-Jenny Cr. (E.B.) Willamette Highway Lane County	G,P,Sn	1.57M	E.A., Survey & final plans, R/W acquisition
Waldo Lake Rd.-Klamath Co. Line (E.B.) Willamette Highway Lane County	G,P,Str,Sn	2.79M	E.A., Survey & final plans, R/W acquisition
Group 2			
West 11th Ave-NCL (Phase 1) Beltline Highway Lane County	G,P,Str,Sn, Sig,Illum,Sndwall	12.93M	E.A., Survey & final plans, R/W acquisition
West 11th Ave-NCL (Phase 2) Beltline Highway Lane County	G,P,Str,Sn, Sig,Illum	12.93M	E.A., Survey & final plans, R/W acquisition
Group 3			
Museum Rd.-Winchuck River (Parkway) Oregon Coast Highway Curry County	G,P,Sn	4.71M	E.A., Survey & final plans, R/W acquisition
Group 4			
Saunders Lake-Haynes Inlet (Parkway) Oregon Coast Highway Coos County	G,P,Str,Sn	6.6M	E.A., Survey & final plans, R/W acquisition

NOTE: For contracting purposes, the projects have been consolidated into four groups.

Commissioner Bolender moved for approval of the 1991 State Surface Preservation Program. The motion carried unanimously by the Commission approving the following Program as presented by Mr. Anhorn.

(Continued on next page)

REGION 1
1991 Surface Preservation Program

District	Hwy. #	Section	Beg. MP	Length	Cost (x 1000)	Type of work
2A	47	Vista Ridge Tunnel - Stadium Freeway	73.7	.4	95	2" Grindout/Inlay
	Var.	Various Highways in District 2A			300	Minor Blade/Machine Patch
2A	61	Sunset Hwy. - Broadway Connection	1.02	.5	95	2" Grindout/Inlay
2A	2W	W6th - Swedetown Rd.	47.54	13.16	276	Intermittent AC Machine Patch
2B	1E	NE Broadway - MLK Jr / Grand Viaduct	X0.84N	1.87	230	Base Repair / Inlay *
2B	68	SE Schiller - Johnson Creek	5.37	1.73	205	Base Repair / Inlay *
2C	26	Jct. Hwy 35 - Barlow Pass	57.59	2.41	204	1.5 AC Machine Patch
2C	26	Robin Hood - Road 44	68.4	2.40	137	1.5 AC Machine Patch
2C	174	242 Dr. - Boring	4.44	2.38	205	1.5 AC Machine Patch
2C	281	Hood River - Odell Jct.	1.24	3.86	243	1.5 AC Machine Patch

* State Force work for noted projects

2B	1E	NE Broadway - MLK Jr / Grand Viaduct	X0.84N	1.87	55	Deep Base Repair
2B	68	SE Schiller - Johnson Creek	5.37	1.73	55	Deep Base Repair
					2100	

REGION 2
1991 Surface Preservation Program

District	Hwy. #	Section	Beg. MP	Length	Cost (x 1000)	Type of work
1	9	Short Sands Br. - Neahkanie Mtn.	39.1	2.4	240	AC Overlay
1	9	Wheeler RR Overcrossing - Jetty Cr.	46.7	2.0	400	AC Overlay
3	1E	Brooks - Hazel Green Road	41.4	2.3	200	AC Overlay
3	193	Willamina/Salem Hwy. - Independence	0.00	5.7	345	AC Overlay
3	150	Spring Valley Creek - Salemtowne	12.6	4.7	300	AC Overlay
3	160	Kaylor Junction - Marquam	16.1	6.8	400	AC Overlay
3	1W	Dundee SCL - Salmon River Highway	26.5	3.1	300	AC Overlay
4	1W	Elliot Circle - SP Overcrossing	79.77	2.83	264	AC Overlay
4	33	19th St. (Corvallis) - 53rd St.	51.04	2.45	228	AC Overlay
4	58	Tangent - Halsey	8.6	11.07	604	CIRP & Chipseal
4	16	Weirich Road - Vail Creek	16.02	2.01	54	Single Shot Chip Seal
4	211	Mill Creek - Fish Hatchery Road	.73	3.58	62	Double Shot Chip Seal
4	191	Kings Valley - Wren	23.59	7.8	100	Single Shot Chip Seal
					3500	

SHELF PROJECT

3	29	Carlton - Pacific Highway West	38.00	4.5	280	AC Overlay

(Continued on next page)

REGION 3
1991 Surface Preservation Program

District	Hwy. #	Section	Beg. MP	End MP	Length	Cost (x 1000)	Type of work
5	15	Leaburg - Mt. View Lane	20.31	23.44	3.13	191	AC Overlay
5	15	White Branch Youth Camp - Linn Co.	61.84	76.65	14.81	350	Recycle, AC Overlay
5	62 & 69	Fisher Rd. - Jct. W. 11th and Bettline	52.35	55.79	3.44	197	AC Overlay
5	226	Cottage Grove - Hawley Road	15.19	19.10	3.91	246	AC Overlay
5	200	Crow Rd. - Douglas County Line	25.04	42.08	17.04	200	Intermittent Machine Patch
5	229	Triangle Lk. - Cheshire	27.00	46.65	5.7	156	Intermittent Machine Patch
6	45	Umpqua Wayside - Elkton	32.25	36.2	3.95	376	AC Overlay
6	73	Little River Br. - Lone Rock Bridge	16.4	17.9	1.5	98	Cold Plane/AC Overlay
6	73	Lone Rock - Rabbit Hill Lane	18.0	18.8	.8	58	AC Overlay
6	231	Elkton - Sutherlin Hwy.	9.5	13.7	4.2	60	Blade Pathing & Chip Seal (Mat. Only)
7	9	Lakeside - Eel Creek	221.3	223.4	2.1	170	AC Overlay
7	9	Houser Area - Houser Drive	227.1	229	1.9	143	AC Overlay
7	9	Langlois - Denmark Area	289.89	291.3	1.41	90	AC Overlay
7	9	Stonecypher Rd. - Childer	292.16	295.03	2.87	186	AC Overlay
8	50	Phoenix - Valley View Road	11.93	16.91	4.98	465	AC Overlay
8	233	Jct. Hwy. 22 - Lost Creek	0.00	9.08	9.08	150	Intermittent Machine Patch
8	270	Brownboro - Hanley Ranch	8.20	16.04	7.84	65	Chip Seal
8	271	Gold Hill - Sams Vly.	2.52	11.82	9.3	120	Chip Seal
8	21	Jenny creek - Parker Mountain	23.42	28.72	5.3	8	Fog Seal
8	21	Hayden Mountain Pass Section	32.97	43.87	10.9	16	Fog Seal
8	25	Cave Junction - Rough and Ready	29.00	34.27	5.27	156	Intermittent Machine Patch
						3500	

SHELF PROJECTS

8	38	Grayback Creek - Park Boundary	11.8	19.51	7.71	150	Intermittent Machine Patch

REGION 4
1991 Surface Preservation Program

District	Hwy. #	Section	Beg. MP	End MP	Length	Cost (x 1000)	Type of work
9	42	Grass Valley - Wilcox Rd.	29.3	46.7	10.4	725	Recycle, AC Overlay
10	15	MP 61.6 - 83.81	61.6	83.8	22.2	200	Recycle, AC Overlay
10	390	MP 0.00 - 24.4	0.00	24.4	24.4	675	AC Overlay
11	19	Cogswell Cr. - California State	152.0	157.7	5.7	350	AC Overlay
11	20	Ritter Rd. - Sprague River Rd.	25.0	35.9	10.9	380	Recycle and Chipseal
11	49	Big Stick Cr. - Lake Co. Line	16.4	30.8	14.4	850	AC Overlay/Rock Production
11	270	Four Mile Flat Rd. - Ealge Ridge	41.5	51.8	10.3	410	Recycle and Chipseal
11	431	Guano Valley - Doherty Slide	50.2	56.6	6.4	500	AC Overlay/Rock Production
11	50	Klamath Falls Rock Production				110	Rock Production
						4200	

SHELF PROJECTS

11	431	Warner Hwy Rock Production	8.0			220	Rock Production
		Region 4 Rock Production				200	Rock Production

REGION 5
1991 Surface Preservation Program

District	Hwy. #	Section	Beg. MP	End MP	Length	Cost (x 1000)	Type of work
12	52	MP 66.0 - 83.15	66.0	83.15	17.15	650	AC overlay (leveling)
12	332	MP 0.00 - 7.93	0.00	7.93	7.93	330	AC overlay (leveling)
12	402	MP 0.00 - 13.9	0.00	13.9	13.9	470	AC overlay (leveling)
13	350	Forest Bndry - Imnaha R. Br.	20.66	29.33	8.66	695	Emulsified asphalt overlay
13	6	Union Intchg - Ladd Canyon	265.5	271.0	4.5	180	Recycle/Chipseal
13	342	Island City - MP 4.62	0.00	4.62	4.62	400	Emulsified asphalt overlay
14	455	Weiser Jct. - Malhuer R. Br.	11.56	24.30	12.74	950	Emulsified asphalt overlay
14	28	Fox - Mt. Vernon	98.3	120.5	22.2	350	Chipseal
						4025	

SHELF PROJECTS

12	67	MP 35.66 - 39.25	35.66	39.25	3.59	95	AC overlay (leveling)
14	5	Willow Cr. - Vale	267.1	278.1	11	825	Emulsified asphalt overlay

Mr. Anhorn requested authority to enter into Amendment No. 4 with the National Oceanic and Atmospheric Administration, National Ocean Service, for a geodetic advisor. This amendment would extend the original 1985 agreement to September 30, 1994, and would cost $28,000 for the 1990-91 Federal fiscal year. The automatic yearly renewal for the next three years includes an estimated four-percent yearly increase and will not exceed $120,000 for the total four-year period. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission and authorized the State Highway Engineer to sign the necessary amendments.

Upon Mr. Anhorn's recommendation, Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission increasing the project authorizations on the following contracts:

1) Contract No. 10,840, Pelton Dam Road-Rimrock Ranch Road Section, and Jefferson County Recycle Project, The Dalles-California and Warm Springs Highways, Jefferson County, in the amount of $1.25 million (34 percent increase). In June a 16% increase had been approved to cover the costs of corrective work, and in July the Commission was advised that corrective work had begun. The impact on the slide was unknown at that time. Mr. Anhorn said it is felt that it is in the public interest to extend the current contract and complete construction of the climbing lane under a new design concept. He commented the staff is determined that this can be done by moving the roadway into the hillside at an additional cost of $1.25 million.

2) Contract No. 10,850, O'Neil Junction-Redmond Section of The Dalles-California Highway, Deschutes County at a cost of $292,036.51 (15 percent increase). The reason for the overrun was significant omissions in the consultant plans and specifications.

Chairman Hollern said there are a number of delegations scheduled to appear concerning the Oregon Coast Parkway. He called on Don Byard to brief the Commission on this project.

Don Byard, Highway Plan Supervisor, said the Highway Division has been involved in a major long-range planning study on the Oregon Coast Highway for the past two years. This study, called the US101 Planning Study, is divided into two elements. The first element is the US101 Improvement Strategy which develops a comprehensive long-range strategy for improvements to the route. He mentioned this was completed in May of 1989 and was presented to the Commission. The second element of the study will be called the US101 Corridor Study and will build on this strategy to analyze the highway and recommend future improvements.

Mr. Byard said the US101 Improvement Strategy introduced three different conceptual parkway designs: urban, suburban, and rural/scenic. He mentioned the Division is constructing a suburban-style parkway between Lincoln City and Newport (Lincoln Beach-Fogarty Creek Section). This two-mile stretch through the community of Lincoln Beach will be widened to two travel lanes and a bicycle lane in each direction. In addition, there will be a landscaped median strip with openings at key locations for left or U-turns. He commented that construction will be completed in August of 1991.

Mr. Byard stated that the Commission had requested a project a year on the Coast Highway. He said as a part of the 1991-96 Six-Year Highway Improvement Program, the Commission included a $6.2 million project which would retrofit the existing four-lane section through Lincoln City with an urban parkway design consistent with the City's Urban Renewal Plan. This project would remove on-street parking, provide a raised landscaped or brick median with left-turn opportunities at major intersections and commercial areas, landscaped edge treatments, and assist in construction of off-street parking.

Mr. Byard handed the Commission a document entitled US101 Preliminary Cost Analysis for 20 years. (Copy in Commission's files, Salem.) He said a consultant will be hired to do a planning study to define the specific improvements in each area along the highway in order to plan for the next 20 years.

Mr. Byard said there is also an effort being made for California and Washington to join Oregon in this Coast Parkway concept. He mentioned that there will also be a continued effort to obtain Federal Funds from the Surface Transportation Act or the Scenic Byways Act.

Mr. Byard said their overall effort is to try to generate a consensus from the coastal communities about the future of this highway. He mentioned a conference in January or February 1991 in a coastal community is being planned and that all coastal communities will be invited to participate in an attempt to gain a philosophy how that highway should be developed in the future.

Mr. Byard commented that a parkway project had been offered to Lincoln City. If Lincoln City turns down that project, the Department will be looking for another area to build this urban parkway design. He handed the Commission the criteria by which another coastal community can apply for the $6.2 million project. (Copy in Commission's files.) Proposals are due by March 31, 1991.

By a wall map, Mr. Pool, Region 2 Engineer, briefed the Commission on the status of the following project developments in the current Six-Year Highway Improvement Program on the North Oregon Coast in Clatsop, Tillamook and Lincoln Counties.

Camp Rilea Road-Dellmoor Loop Road is a 4.2 mile project, rural highway section, with four lanes. Completion of the field survey in 1993. Environmental impact analysis is in progress. There are some objections to the closed median and the need for turn-arounds to get to the opposite side of the road.

Pacific Way-Dooley Bridge (Gearhart-Seaside Parkway) is 4 miles in length at an estimated cost of $10 million. Four-lane urban project. Environmental impact statement is in progress. Businesses object to this parkway due to removal of the on-street parking.

North 26th-South 23rd Street (Lincoln City) Project is a 4-mile parkway at $6.2 million, which includes parking structures to replace parking that is removed from the street. The businesses are opposed to this parkway. The removal of parking and the closed median are the issues and the businesses perceive a large reduction in business. The City Council has indicated they will not support the project.

Lincoln City NCL-SCL Project is in the reconnaissance section of the Program. The issues are congestion on Highway 101 and the high cost of a bypass. There appears to be strong local support for a bypass.

Green Timber Road-Pacific City Road (north of Lincoln City) is 13.7 miles long with an estimated cost of $32 million. This would be a two-lane rural highway, with passing lanes, and it would be developed with some of the parkway facilities. The project will be started this Fall. There is strong local support for the improvement of this project.

Wilson River Bridge-Dougherty Slough in Tillamook is less than one mile in length and is estimated at $2.2 million. This would be a four-lane project with construction in 1993. The EIS is completed. There was strong local opposition. This would not be a parkway project; it is an extension of an existing five-lane section.

Lincoln Beach-Fogarty Creek Demonstration Parkway Project is 1.8 miles in length and is now under construction at an estimated cost of $4.5 million. This is a suburban parkway and there was strong local opposition due to the effects on businesses.

Kathleen Stockton, City Manager of Lincoln City, expressed the actions taken by the City Council regarding the proposed parkway project from North 26th to South 23rd Street. She said based on the testimony received, the Council voted to deny amending the comprehensive plan to incorporate the parkway concept. She urged the Commission to advance the project in the Six-Year Program from North 26th to the Salmon River on ORE18 (Salmon River Highway) from the feasibility stage to the design and construction phase as soon as possible. She felt the widening of this bottleneck area would substantial reduce the present gridlock on Highway 101.

Jeff McVay spoke on behalf of the Bay Area Merchants Association. He mentioned that the Taft area had 23 accidents on the highway in 1989. He said Taft is in need of a signal upgrade at South 48th Place, a new signal at 62nd South, and the Schooner Creek Bridge widened. He said the Association believes that they can effectively assist the implementation of the Parkway Project in the Taft area and he urged the Department to reconsider the Taft area of Lincoln City as the location for the Parkway. (Written letter submitted in Commission's files, Salem.)

Tom Owczarzak, Chairman of the Lincoln County Citizens for the Bypass, spoke in favor of the bypass. He said the parkway fails to address the problems of unmanageable volumes of through-town vehicles and in-town bottlenecks. He felt that the economy would be improved by a bypass. He handed the Commission copies of resolutions from the Cities of Lincoln City, Depoe Bay, and Newport and letters from Lincoln County and logging/trucking industries that endorse the bypass. He asked that the Commission consider moving the bypass project in the Six-Year Program from the reconnaissance to the development portion. He also presented the Commission with a map of the Rock Creek Corridor and excerpts from the 1968 bypass hearing. (Copy of documents presented in Commission's files, Salem.)

Mary L. Kacy, Otis, representing a number of citizens in Lincoln County, spoke in favor of the Lincoln City Bypass. She said the two problems in Lincoln City are highway overload and in-town bottlenecks. She felt there would be no free flow of traffic until the two-lane bottlenecks are opened. She said the bypass and the in-town Highway 101 improvements should have a high level of importance. She felt that the parkway project would not have dealt with the overload or the bottlenecks. When tourists plead for a bypass and when the State's prime industries are negatively impacted, she said consideration should be given to advancing the bypass from reconnaissance to the development portion in the Six-Year Program. She mentioned that her appearance was an effort to strengthen a vital partnership between the State and local government for the purpose of achieving mutual goals.

Jack Finden was scheduled to appear but was not in attendance.

Ed Rhoades, President of Rhoades Trucking, Inc., addressed the problems involving truck traffic. He said there were about 24,000 vehicles a day (cars) and about 1,100 commercial vehicles a day using Highway 101 through Lincoln City. He asked that the Commission look into the possibility of a bypass as it would remove traffic off Highway 101 and allow more room for the tourists.

Mary Kacy said the video that was planned was not available for viewing at this time.

Tom Sercombe, Attorney from Eugene, had scheduled an appearance but was unable to be present.

Mayor Mark Collson of Newport advised the Commission that the City of Newport is interested in the parkway project. He said he did not have a resolution from the City Council formally asking for the project, but the City is interested in talking about the parkway design. He mentioned with the heavy summer traffic and with the anticipated increased number of visitors to the Bureau of Land Management Project at Yaquina Head and the Oregon Coast Aquarium, it is time for the City to seriously consider some kind of traffic improvement. He said their comprehensive plan has provided for removal of parking, off-street parking, access control, turns lanes, channelization, and signalization so significant changes would not have to be made.

William E. Cox, Chairman of the Newport City Center Merchants Association, and Vice Chairman of the Newport Urban Renewal Development Commission, stated the core area is in need of revitalization. He said he felt that the urban parkway project could be the catalyst needed to revitalize the area. He commented that the City would like to be the model project.

Jay L. Rasmussen, Director of the Oregon Coastal Zone Management Association, Inc., Newport, urged the Commission to continue their support for an overall improvement to Highway 101. He spoke concerning the various visions of the highway. He said his Association was supportive of the effort to establish at least one project a year on Highway 101. He urged the use of the planning funds as quickly as possible, and he felt that the congressional delegation would be more supportive for Federal Funding if there was an acceptable plan.

Robert Nicholas, a restaurant owner in Seaside on US101 and Co-chair of the 101 Merchants Association, said that parkways do not meet the needs and requirements of existing commercial zones of Highway 101, especially in Seaside. He mentioned that at a recent meeting before the City Council it was a unanimous decision to support the bypass rather than a parkway. He urged the Commission to expedite the building of a bypass east of the City of Seaside. He said a scenic parkway would be perfect along that bypass route.

Roy Sigurdson, a business owner along Highway 101 in Seaside, member of the Seaside Planning Commission, the Citizens Advisory Committee, and co-founder of 101 Merchants Association, referred to a public meeting held and as a result of the testimony received, the Seaside City Council voted to ask the Department to begin a feasibility study for a bypass east of the City. (Mr. Sigurdson handed the Commission a newspaper article concerning this meeting. Copy in Commission's files, Salem.) He said there is a need for a two-lane bypass in the foothills above Seaside which can be expanded to four lanes. He requested that the Commission maintain the funds available for a parkway through Seaside and divert them to the development and construction of a highway relocation.

Richard Trucke, business owner in Seaside, felt that it was inappropriate for the State to change the growth of the cities. He said that California has no plans for a parkway. He felt that the parkway was developed without the public input or without public support. He asked that the Commission change their policy on parkways.

Dell Isham, President of the Oregon Highway Users Conference, Lincoln City, read the following resolution supporting the development of US101 improvement strategy:

> WHEREAS, U.S. Highway 101 is a major north-south transportation route of statewide significance; and
>
> WHEREAS, the Highway Division has completed a conceptual plan for Highway 101 improvements after considerable public participation; and
>
> WHEREAS, the conceptual plan known as Pacific Parkway is designed to improve traffic flow, safety and visual qualities; and
>
> WHEREAS, the improvement plan provides for statewide needs, even though there may be pockets of local opposition;
>
> THEREFORE, BE IT RESOLVED that the Oregon Highway Users Conference speaks for highway users throughout the State and recognizes that statewide concerns must take precedence over local concerns (although local needs must be accommodated to the greatest extent possible within the greater good of the State);
>
> BE IT FURTHER RESOLVED that the Conference supports the Pacific Parkway concept and requests that the Oregon Transportation Commission make decisions for the benefit of all highway users and proceed with the implementation of the Parkway Plan.
>
> Adopted by the members of the Oregon Highway Users Conference this 13th day of September, 1990.
>
> Respectfully submitted to the Oregon Department of Transportation, September 18, 1990.

Mr. Isham said he felt that a bypass was a separate issue and a bypass is only justified when existing facilities are being used to their maximum. He felt that Highway 101 would not be fully utilized in Lincoln City until there is a computerized traffic lighting system, access control, and removal of parking off the highway. (Mr. Isham handed the Commission a pamphlet entitled Oregon Highway Users Conference Policy Statement 1990-1991.)

Jana Doerr representing Congressman Peter DeFazio updated the Congressman's efforts for additional funding of Highway 101. She said he is working to get US101 designated as a scenic corridor. She also mentioned that there is the possibility of getting parkway language in the reauthorization bill. She commented that funds remain in the Highway Trust Fund but are not being released. She warned of the strong competition for funding, and the funding of Oregon's projects are critical to the continued diversification of the coastal communities.

Warren Strycker, Oregon Coast Association and Tri-State Highway 101 Council, read a statement which is summarized as follows:

1) The ability to successfully market this portion of Oregon will be limited if the traffic congestion is not solved.

2) In 1985 the Association asked for passing lanes because of the highway congestion in the summer. After hearings, parkways were proposed by the State to deal with congestion resulting from strip city development.

3) A demonstration project was developed at Fogarty Creek to improve a two-lane highway into a five-lane rural parkway.

4) A second demonstration project in Lincoln City, known as urban, is being proposed but problems have developed.

5) The Association asks for every consideration to help the businesses who suffer from the decisions made in highway and access changes.

6) The Council feels that until decisions are made locally there may be little interest at the Federal level to help fund this project.

7) The Association supports a coastal highway conference.

(Copy of statement in Commission's files, Salem.)

Julie Curtis, Tourism Division of the Economic Development Department, spoke concerning the economic impact of travel and tourism on Oregon's coastal counties and communities. She said with all of the areas of the coast reporting tremendous increases in tourism activity over primarily the past three years, it is essential to recognize that tourism is a vital contributor to the coastal economies and is an important economic diversifier, particularly to areas that are experiencing decreases in a more traditional industry of fishing and timber. She urged that the Commission focus on planning for this continued growth and visitor activity, yet preserving Oregon.

Ms. Curtis gave information on what the Tourism Division knows about visitors, primarily out-of-state visitors, and presented ideas how the Oregon Coast Parkway concept interface with tourism. She mentioned that 75% of the out-of-state visitors arrive in a car. She felt it was important that the transportation systems are responsive to the growing demands of increased visitor traffic. She mentioned the three most negative issues that are heard from tourists regarding highways are congestion and slow traffic, bad signing, and litter on the roadway.

Ms. Curtis said the Economic Department feels that the parkway concept supports the desire to enhance the many environments of Oregon, to make Oregon different, and to showcase what is unique about Oregon. From a tourist perspective, she commented the Department supports the innovative approach that the entire Highway 101 Project encompasses. She asked that the Commission take into consideration the importance of visitor satisfaction.

Mayor Carlin Williams said the City of Reedsport plans to submit a proposal for the US101 demonstration urban parkway project as it appears to fit their goal for highway corridor improvement. He said they would seek advice and guidance from the Highway Division on this project.

Art Cvar, Chairman of the Waldport Planning Commission, (speaking in an unofficial capacity) said he felt there could be community support for a parkway in Waldport. He said he would present the parkway criteria to the City for further discussion and public input.

Craig Tudor, State Parks Department, commented that the Parks Department has reviewed the Oregon Coast Parkway Plan for its effects on the State Parks System. He said the Department feels that the Plan preserves the key scenic areas along the Oregon Coast and the highway and enhances visitor circulation, which is important to the State Parks System. He stated that the Plan is consistent with the scenic value of the Oregon Coast. He said the Parks Department supports the Highway Division's plan for the Oregon Coast Parkway.

Senator John Brenneman, Newport, clarified his previous statements made in the newspaper relating to the parkway as follows:

1) He said he would not take any position in support or opposition to the parkway.

2) He supported the bypass for Lincoln City as he felt it would enhance Lincoln City's livability and help alleviate traffic congestion. He did recognize that it would cause problems to individual business owners.

3) He said he had taken exception to statements made by the State that a bypass in Lincoln City could not qualify for Access Oregon Funds. He felt the Commission could do whatever they desired.

4) In addition, he said that statements in the newspaper would lead one to believe that he had said lottery funds should be used for funding highways. He stated the Legislature could move or alternate programs to meet the needs. He was not suggesting that lottery funds be used to construct bypasses.

Senator Brenneman reported that he had begun working with the State in developing new legislation that would change Oregon's statutes to allow toll roads for Oregon. He felt that toll roads would give another option for solving the transportation needs.

C. H. Steinbach had registered to speak but apparently left the meeting before being called upon to testify.

Mr. Byard stated that if there were any cities that were interested in applying for the parkway he had the criteria guidelines available.

In response to the accusation that the State had not received input from the communities and the public about US101, Mr. Byard said this strategy that was developed was done as a two-part series of meetings. Five initial series of meetings were held on the coast where four different types of US101 for the future were discussed. The final result was discussed at five more meetings along the coast and meetings in the valley.

Mr. Pool addressed the questions regarding existing reconnaissance studies as follows:

1) The Seaside-Gearhart Project will be done as a part of the EIS study and is in progress. The study of the bypass will be done within six months.

2) The Lincoln City Project. There will be a staff meeting in a few days to discuss the timeframe. It may be a year before that study is done.

Vice Chairman Whitty said he was concerned about the polarization that he was seeing occur between the communities. He commented that if those who live on US101 do not sit down and think about the whole highway as one long corridor in an attempt to solve the problems without the anger, a gross error is going to be made impacting Oregon negatively for a long time. He said the people of Seaside and Lincoln City and the staff need to step back and take a new look at this proposal. He urged the Department to make a greater effort to try and work out the problems and find people solutions.

Vice Chairman Whitty also questioned the funding of $800,000 that was approved for US101. He said it appears there is only $50,000 available and he wondered what happened to the other $750,000.

Chairman Hollern recalled that this parkway project came about at a Commission meeting in Astoria when discussing the Lincoln Beach-Fogarty Creek Project problem. As a result of that, the staff recommended that the parkway concept be considered for US101 from California to Washington since this is the only highway in Oregon in which all citizens of the State have a vested interest. He said, if the project is a cooperative effort, it appears Federal Funds may be allocated that would not otherwise come to this State. He said the Commission has supported a project a year on the Coast and an urban demonstration project is the next step.

Chairman Hollern commented that the idea of a bypass is justified only when the existing corridor is effectively and efficiently utilized in an environment of limited funding. Since Lincoln City has rejected the parkway project, he said the staff has recommended the funding remain in the program and to open up the competition from other urban areas on the coast to meet the criteria for a parkway project. He mentioned the bypass issues are being studied and he asked that the staff complete the reconnaissance studies as quickly as possible.

Vice Chairman Whitty said Lincoln City could also make application under this criteria for a different project. Mr. Byard said there could also be a combination of communities applying for the $6.2 million project.

Commissioner Bolender suggested forming a task force to ensure support, to assist the cities, and to coordinate timing.

There was considerable discussion concerning the timeframe. It was decided the final proposal deadline of March 31, 1991, was essential for funding purposes.

The Commission unanimously approved the following criteria for proposals from coastal cities to build an urban parkway project in their community on US101:

1) Existing traffic congestion problems.

2) Must be able to be built within the 1991-96 period.

3) Not more than 6.2 million dollars in cost.

4) Follow the Urban Parkway Design Concept and Standards. The focus is the urban style, but could contain suburban or rural if needed.

5) Utilities relocated or placed underground.

6) City parking concerns identified and addressed.

7) City Council and business support.

8) Local street improvements.

9) Access Management.

10) Local revenue sources such as Urban Renewal, LID, etc. to leverage with State dollars (to pay for off-site street and city improvements).

11) Emergency vehicle requirements.

12) Changes to Land Use Plan, implementing ordinances, and development plans.

13) Visual Resources.

Final proposals are due March 31, 1991. Region 2 and 3 will direct this process and advise interested cities during development of their proposals. Early contact with the Region offices is essential.

Vice Chairman Whitty was in favor of assigning additional staff to work with the cities and the formation of a task force.

Mr. Anhorn explained that $800,000 was set aside in the Six-Year Program as the Oregon Coast Study. He said it was decided to commence with the $50,000 and when the project was defined the whole study would begin.

Mr. Strycker said he would like the Commission to address the issue of what happens to the small businesses when a parkway is constructed and what are their alternatives. Chairman Hollern said that issue should be incorporated in the staff's work with the citizens.

Ms. Doerr suggested that assistance may be provided by the small business development centers along the coast.

If it is the Commission's desire to proceed with the parkway using this timeframe, Ms. Doerr asked for a letter to Congressman DeFazio so he could present the letter to the Public Works Committee. Chairman Hollern instructed that a letter be prepared.

Ms. Kacy said the issue is not merchants losing their on-street parking as there are other issues to consider. She mentioned they are only interested in a parkway in a prioritized way. She felt that Mr. Isham was not in contact with the local businesses or visitors.

Jim Gix, Region 3 Engineer, said it was important to keep the Region Office involved. He felt it was essential that their vision be shared with the citizens. He commented there are six cities in his Region that are ready to discuss the parkway.

Marilyn Webb, Urban Renewal Advisory Board from Lincoln City, mentioned that Taft is a part of Lincoln City and she felt that the southern portion should be studied. She said it was not discussed previously as they had been told it was the north end of Lincoln City.

Phyllis Chestnut, Urban Renewal Advisory Committee from Lincoln City, said the southern end of Lincoln City is interested in the parkway. She said she appreciated Don Byard's efforts during the public meetings to advise citizens of this proposal.

Chairman Hollern said it was the Commission's intent to discuss issues and eliminate personalities and past problems, with the desire for acceptable solutions.

Ray Polani, who was scheduled to appear, had left the meeting.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 11:30 a.m.

At 12 noon, the Transportation Commission attended a luncheon arranged by the Port of Newport with local officials at The Hotel Newport. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
William Anhorn, Deputy State Highway Engineer
Wanda Kennedy, Assistant Administrator of Aeronautics Division
Bob Pool, Region 2 Engineer
Jim Gix, Region 3 Engineer
Fran Neavoll, Commission Services

There were other staff persons present including approximately 40 local officials.

John Mohr, Port of Newport, welcomed the guests to the luncheon and introduced Bill Wagner, Executive Director of the District 4 Council of Governments.

Bill Wagner asked for the continued assistance of the Commission and the Department on Highways 20 and US101. He said their three priorities are:

1) Continued improvements to Highway 20 between the Valley and the Coast;

2) Complete the four-laning of Highway 34 from Corvallis to Sweet Home (I-5 to Lebanon);

3) Eliminate some major urban congestion areas:

   a) Intersection of Pacific Boulevard and the Santiam Highway in Albany;

   b) US101 and Highway 20 Intersection in Newport; and

   c) Lincoln City Bypass.

Mr. Wagner discussed the needed improvements on Highway 20, specifically mentioning the sections of highway from Pine Hill to Pioneer Mountain and from Philomath to Newport. He commented on the increased traffic (trucks and tourists), the accident rate, the terrain of the highway, and the number of restricted curves. He also mentioned the condition of the highway from Eddyville to Toledo, which carries a lot of commerce. He asked that serious consideration be given to the alternative of a bypass east of Eddyville to the post office. He closed by saying with the increased growth in trade and tourism, it is essential that the Commission consider these improvements and allocate the necessary funds.

The luncheon adjourned at 12:50 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Roger L. Breezley, Commissioner

Commission Services

EXHIBIT A

MINUTES OF 9/18/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: *NE 158th Avenue-NE 181st Avenue (Portland) Section*
Contract 10,953

Type of Work: *Structures* F.A. No.: *IX-9964(6)*

County: *Multnomah* Highway: *NE Airport Way (City Street)*

No. of Bidders: *4* Low Bidder: *Ross Bros. Construction, Inc.,Salem, OR*

Low Bid: *$3,267,601.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and City of Portland and receipt of deposit from the City.*

2nd Bidder: *Hamilton Construction Co., Springfield, OR* *$3,401,303.00*
3rd Bidder: *F. E. Ward, Inc., Vancouver,WA* *$3,463,109.00*

No. 2 Project: *District 1 Guard Rail Projects*
Contract 10,954

Type of Work: *Guardrail* F. A. No.: *State*

County: *Clatsop & Tillamook* Highway: *Oregon Coast Highway (US 101)*

No. of Bidders: 3 Low Bidder: *Kelly F.White, Lake Oswego, OR*

Low Bid: *$ 173,371.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Dirt & Aggregate Interchange, Troutdale, OR* *$ 188,262.00*
3rd Bidder: *Coral Construction Company, Wilsonville, OR* *$ 225,824.00*

No. 3 Project: *Traffic Loop Repair Project (Unit 2)*
Contract 10,955

Type of Work: *Traffic Signal* F. A. No.: *State*

County: *Washington* Highway: *Various*

No. of Bidders: *5* Low Bidder: *Linnco Electric Co., Albany, OR*

Low Bid: *$ 195,519.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *H & H Electric, Inc., Portland, OR* *$ 204,707.00*
3rd Bidder: *Albany Electric, Inc., Albany, OR* *$ 234,728.00*

EXHIBIT A
MINUTES OF 9/18/90

No. 4 **Project:** *South Talent Avenue-Valley View Road (Bikeway) Section*

County: *Jackson* **Highway:** *Rogue Valley Highway (US 99)*

PROJECT CANCELLED

No. 5 **Project:** *Mongold State Park Section* Contract 10,957

Type of Work: *Grading & Paving* F. A. No.: *State*

County: *Marion* **Highway:** *North Santiam Highway (OR 22)*

No. of Bidders: 6 **Low Bidder:** *JAL Construction, Inc., Bend, OR*

Low Bid: *$385,463.18*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *James W. Fowler Co., Dallas, OR*	$ *423,889.00*
3rd Bidder: *North Santiam Paving Co., Stayton, OR*	$ *488,683.00*

No. 6 **Project:** *Burns-Lawen (Phase 2) Section* Contract 10,958

Type of Work: *Paving* F.A. No.: *State*

County: Harney **Highway:** *Steens Highway (OR 78)*

No. of Bidders: 4 **Low Bidder:** *R. L. Coats, Bend, OR*

Low Bid: *$630,000.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Harney Rock and Paving Company, Hines, OR*	$ *705,220.00*
3rd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR*	$ *721,850.00*

EXHIBIT A

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No. 7 Project: *NW Doane Avenue-NW Balboa Avenue (Portland) Section*

Type of Work: *Grading, Paving, Structure & Signing* F. A. No.: *IX-0000(105)*

County: *Multnomah* Highway: *Lower Columbia River Highway (US 30)*

No. of Bidders: *3* Low Bidder: *Eagle Elsner, Inc., Tigard, OR*

Low Bid: *$627,167.00*

Engineer's Recommendation: *PENDING.*

2nd Bidder: *Kelly F. White, Lake Oswego, OR*	$ *638,608.00*
3rd Bidder: *Lakeside Industries, Bellevue, WA*	$ *717,089.25*

No. 8 Project: *Hood River-Shogren Section*

Contract 10,960

Type of Work: *Grading, Paving & Structures* F. A. No.: *IR-84-3(13)065*

County: *Hood River & Wasco* Highway: *Columbia River Highway (I-84)*

No. of Bidders: 5 Low Bidder: *Wildish Standard Paving Co., Eugene, OR*

Low Bid: *$1,327,374.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Roy L. Houck Construction, Salem, OR*	*$1,361,494.25*
3rd Bidder: *Kiewit Pacific Co., Vancouver, WA*	*$1,477,485.50*

No. 9 Project: *Brookman Road-Garland Road (Northbound) Section*

Contract 10,961

Type of Work: *Grading & Paving* F. A. No.: *State*

County: *Washington* Highway: *Pacific Highway West (99W)*

No. of Bidders: 4 Low Bidder: *Morse Bros., Inc., Lebanon, OR*

Low Bid: *$1,063,601.50*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Roy L. Houck Construction, Salem, OR*	*$1,186,604.50*
3rd Bidder: *Lakeside Industries, Bellevue, WA*	*$1,223,067.00*

No. 10 Project: *11th Street-Hillsboro/Silverton Highway (Newberg) Section*

Type of Work: *Grading, Paving & Signing* Contract 10,962 F. A. No.: *RS-A710(3)*

EXHIBIT A
MINUTES OF 9/18/9

County: *Yamhill* Highway: *Wynooski Street (City Street)*

No. of Bidders: 4 Low Bidder: *Morse Bros., Inc., Lebanon, OR*

Low Bid: *$833,346.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of the City of Newberg and the receipt of deposit by the City.*

2nd Bidder: *Kizer Excavating Company, McMinnville, OR* *$920,906.60*
3rd Bidder: *Baker Rock Crushing Co., Beaverton, OR* *$1,095,012.86*

No. 11 Project: *Sutherlin Interchange-Garden Valley Boulevard Section*

Type of Work: *Grading, Paving, Structures & Signing* Contract 10,963 F. A. No.: *IR-5-3(146)125*

County: *Douglas* Highway: *Pacific Highway (I-5)*

No. of Bidders: 3 Low Bidder: *Roseburg Paving Co., Roseburg, OR*

Low Bid: *$3,368,343.45*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Wildish Corvallis Construction Co., Eugene, OR* *$3,601,297.30*
3rd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* *$4,518,219.25*

No. 12 Project: *N. Santiam State Park-Mill City Section*

Type of Work: *Grading, Paving, Structures & Signing* Contract 10,964 F. A. No.: *State*

County: *Marion* Highway: *North Santiam Highway (OR 22)*

No. of Bidders: 5 Low Bidder: *James W. Fowler Co., Dallas, OR*

Low Bid: *$2,829,141.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Fabricators, Incorporated, Salem, OR* *$3,178,534.85*
3rd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* *$3,402,217.00*

On July 31, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on July 26, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Job Nos. 1, 8, 10, and 11, if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 10 day of August, 1990

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 9/18/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 7 **Project:** *NW Doane Avenue-NW Balboa Avenue (Portland) Section*
Contract 10,959

Type of Work: *Grading, Paving, Structure & Signing* **F. A. No.:** *IX-0000(105)*

County: *Multnomah* **Highway:** *Lower Columbia River Highway (US 30)*

No. of Bidders: *3* **Low Bidder:** *Eagle Elsner, Inc., Tigard, OR*

Low Bid: *$627,167.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA, the City of Portland, and receipt of deposit by the City and the Developer of adjacent transfer station.*

2nd Bidder: *Kelly F. White, Lake Oswego, OR*	*$ 638,608.00*
3rd Bidder: *Lakeside Industries, Bellevue, WA*	*$ 717,089.25*

On August 6, 1990, I accepted the State Highway Engineer's recommendation for award of the above project for which bids were received on July 26, 1990, and authorized him to sign the contract when conditions for the award are met. If the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 19 day of August, 1990

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 9/18/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report this action for your official records:

1) On July 31, 1990, approved entering into a sole source personal service contract in the amount of $5,000 with Robert W. Hunt Company to complete inspection work on Bascule Span Equipment Fabrication in Alabama, the fabrication site for structural components for the South Slough (Charleston) Bridge in Coos County.

2) On August 7, 1990, approved a personal service contract with Cap Gemini America for data processing services needed to develop statistical data for management and reporting purposes concerning the Federal Commercial Driver License Program. Work by the consultant will be done during the period August 22 to November 2, 1990, at a cost not to exceed $15,000. (Authorized Administrator of the Motor Vehicles Division to sign contract.)

3) On August 7, 1990, approved a supplement* to a personal service contract with Computer People, Inc. for data processing services needed to implement the Commercial Driver License Program. The original contract amount of $95,550 was increased by $11,255 for a total expenditure of $106,813. (Authorized Motor Vehicle Division Administrator to sign supplement.)

Dated this 22 day of August, 1990

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

August 16, 1990

*Original contract expired in April of 1990. New contract will be prepared. 10/3/90: Notice received that no new contract will be prepared. Settlement and Release Agreement used as basis of paying contractor for additional services.

EXHIBIT A
MINUTES OF 9/18/90

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report this action for your official records:

1) Agreement with Beaverton School District #48 to participate with them in a project to add a left-turn lane on Scholls Ferry Road in front of McKay School. The project includes widening the road, placing drain pipe in the ditch and filling in the ditch. The Division will pay the District either the cost of the roadside work or $20,000, whichever is less. (Authorize State Highway Engineer to sign necessary agreement.)

2) Intergovernmental agreement with the U.S. Forest Service to share in the cost of replacing the Warm Springs motor vehicle fueling system. The Division's existing fuel tanks located at the Warm Springs Maintenance Station will be replaced with new fuel tanks and piping in compliance with EPA rules. The Division will fund the removal of the existing tanks and the new fuels building. The Forest Service proposes to fund the remainder of the new fuel storage and duel dispensing system. The estimated cost to the Highway Division is under $50,000. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 30 day of August, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

August 16, 1990

APPROVED
STATE HIGHWAY ENGINEER
Date 9/24/90

EXHIBIT B

MINUTES OF 9/18/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-20), the following actions were taken:

1) On July 11, 1990, signed an agreement with the Oregon Disabilities Commission to provide assistance in meeting communication access needs. Payment for services will be made in quarterly allotments as approved by the Budget and Management Division of the Executive Department. Total payments for services, including reimbursement for fees paid to interpreters, is not to exceed $32,000 for the remainder of the 1989-91 biennium. (Chairman Hollern approved agreement August 7, 1990.)

2) On July 17, 1990, approved a personal service contract with Stylemetrics Systems, Inc., for a workshop to be held on October 2 and 3, 1990, at a cost not to exceed $1,500.

3) On July 26, 1990, signed a service agreement with the Salem Family YMCA to operate the day care facility (Sunstone Children's Center) sponsored by the Department and the Public Utility Commission. Expires June 30, 1991. (Transportation Commission approved proceeding with the project on March 21, 1989.)

4) On August 6, 1990, approved a personal service contract with Ruth Johnson for a Public Contact Skills workshop to be held on October 16 and 17, 1990, at a cost not to exceed $1,175.

5) On August 16, 1990, approved an intergovernmental agreement with Chemeketa Community College for conducting Time Management, Presentation Skills, Technical Report Writing, Mid-Level Management and Effective Meetings workshops during the period September 5 to December 11, 1990, at a cost not to exceed $6,825.

Dated this 31 day of August, 1990

John Elliott for
Judy Gregory
Assistant Director for Administration

August 28, 1990

EXHIBIT C

MINUTES OF 9/18/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On July 11, 1990, signed Supplement No. 1 to a personal service contract with TAMS Consultants for preliminary engineering services on the Sunrise Corridor Project (Unit 1) from I-205 to the Rock Creek Junction on the Clackamas/Boring Highway in Clackamas County. This supplement extends the project limits by approximately 3/4 mile and increases the contract cost by $74,638.31 to a new total of $514,638.31. (Transportation Commission approved supplement May 15, 1990. Supplement signed by William Anhorn for State Highway Engineer.)

2) On July 16, 1990, signed an agreement with the City of Eugene for the Garden Way-Interstate 5 (Harlow Road) Bikeway Project in Lane County. (Transportation Commission approved December 19, 1989, as part of the 1991 Bikeway Program. Agreement signed by William Anhorn for State Highway Engineer.)

3) On July 23, 1990, signed an agreement with the City of John Day and Grant County for a left-turn refuge on the WCL John Day-Canyon Creek Bridge Section of the John Day Highway. (Transportation Commission approved on July 17, 1990, as part of the Six-Year Highway Improvement Program. Agreement signed by William Anhorn for State Highway Engineer.)

4) On July 31, 1990, signed a personal service contract with CH2M Hill Northwest, Inc., for bridge inspection services of structures in Crook County. Contract is effective July 31, 1990, to May 31, 1992, at a cost not to exceed $26,100. (Transportation Commission approved May 16, 1989, and March 20, 1990. William Anhorn signed for State Highway Engineer.)

5) On August 1, 1990, signed a personal service contract with Martech Associates, Inc., to conduct efficiency reviews and work flow studies at nine Construction and Maintenance offices. Contract is effective August 8 to December 31, 1990, at a cost not to exceed $30,000. (Chairman Hollern approved March 6, 1990. William Anhorn signed contract for State Highway Engineer.)

6) On August 3, 1990, signed a personal service contract with David Evans and Associates, Inc., to provide right-of-way description writing services on a flexible basis through September 1, 1991, at a cost not to exceed $75,000. (Transportation Commission approved on February 19, 1990.)

7) On August 3, 1990, signed two personal service contracts with Alpha Engineers, Inc., to provide structural inspection of local agency bridges as follows: (Transportation Commission approved funding on May 16, 1989, and March 20, 1990.)

A. Geographic Area 8903 (Grant, Harney, Jefferson, Malheur, Umatilla, Union, and Wheeler Counties). Effective August 3, 1990, to January 31, 1992, at a cost not to exceed $293,550.

B. Geographic Area 9001 (Josephine County). Effective August 3, 1990, to August 31, 1991, at a cost not to exceed $82,200.

8) On August 7, 1990, approved a personal service contract with Harris Enterprises to conduct a one-day management seminar regarding the role of managers and implementing change. This contract is effective August 8-10, 1990, at a cost not to exceed $2,700. (William Anhorn approved contract for State Highway Engineer.)

9) On August 8, 1990, signed Supplement No. 2 to a personal service contract with Howard Needles Tammen and Bergendoff for construction engineering services on the Alsea Bay (Waldport) Bridge on the Oregon Coast Highway in Lincoln County. This supplement makes the annual adjustment in the specific rates established for contract payment as provided for in the original contract. (William Anhorn signed for State Highway Engineer. Transportation Commission approved September 19, 1989.)

10) On August 10, 1990, signed an agreement with the City of Portland and Trans Industries to reconstruct the NW Doane-NW Balboa Section, Lower Columbia River Highway, improve the curve at Balboa/Culebra, and close NW Doane at the Lower Columbia River Highway. (William Anhorn signed for State Highway Engineer. Transportation Commission approved project as part of Six-Year Highway Improvement Program on July 22, 1986.)

11) On August 13, 1990, signed a personal service contract with Northwest Economic Associates to conduct a multimodal study on the US 30 Corridor between Portland and Astoria. This contract covers the period August 17, 1990, to February 28, 1991, at a cost not to exceed $100,000. (William Anhorn signed for State Highway Engineer. Transportation Commission approved January 23, 1990.)

12) On August 16, 1990, signed a personal service contract with CH2M Hill Northwest, Inc., to perform an environmental assessment on the Pacific Highway-Park Street Section of the Hillsboro-Silverton Highway in Marion County. This contract is effective from August 16, 1990, to December 24, 1992, at a cost not to exceed $261,000. (Transportation Commission approved September 19, 1989. Contract signed by William Anhorn for State Highway Engineer.)

Dated this 31st day of August, 1990

William Anhorn
For Donald E. Forbes, State Highway Engineer

August 24, 1990

EXHIBIT C

MINUTES OF 9/18/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Structures on the NE 158th Avenue-NE 181st Avenue (Portland) Section of NE Airport Way in Multnomah County. Bids received July 26, 1990. Contract No. 10,953 awarded on August 6, 1990, to Ross Bros. Construction, Inc., Salem, at $3,267,601.

2) Work on the NW Doane Avenue-NW Balboa Avenue (Portland) Section of the Lower Columbia River Highway in Multnomah County. Bids received July 26, 1990. Contract No. 10,959 awarded on August 8, 1990, to Eagle-Elsner, Inc., Tigard, at $627,167.

3) Work on the Hood River-Shogren Section of the Columbia River Highway in Hood River and Wasco Counties. Bids received July 26, 1990. Contract No. 10,960 awarded on August 6, 1990, to Wildish Standard Paving Co., Eugene, at $1,327,374.

4) Work on the 11th Street-Hillsboro/Silverton Highway (Newberg) Section of Wynooski Street in Yamhill County. Bids received July 26, 1990. Contract No. 10,962 awarded on August 9, 1990, to Morse Bros., Inc., Lebanon, at $833,346.50.

5) Work on the Sutherlin Interchange-Garden Valley Boulevard Section of the Pacific Highway in Douglas County. Bids received July 26, 1990. Contract No. 10,963 awarded on August 6, 1990, to Roseburg Paving Co., Roseburg, at $3,368,343.45.

Dated this 31ST day of August, 1990

William Imholt

For Donald E. Forbes, State Highway Engineer

EXHIBIT C
MINUTES OF 9/18/90

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
S & K Painting,Inc. Contract No. 10572 Acceptance Date: July 20,1990	Alsea R. and N.Fk.Alsea R. Brs. Lincoln and Benton
Linnco Electric Co. Contract No. 10659 Acceptance Date: July 20,1990	Traffic Counting System (Modernization) Various Counties
B-G Paint Co.,Inc. Contract No.10714 Acceptance Date: July 20,1990	Coquille River (Bullards Bridge) Coos County
Linnco Electric Co. Contract No. 10799 Acceptance Date:July 20,1990	Helvetia W.B. OffRamp Washington County
Babler Bros.,Inc. Contract No. 10842 Acceptance Date: July 20,1990	MP 66-Fremont Hwy. Rock Production Lake County
Ben Fox,Inc. Contract No. 10679 Acceptance Date: August 13,1990	Airport Way Interchange Multnomah County
J.C. Compton Contractor, Inc. Contract No. 10681 Acceptance Date: August 13,1990	Simmons Creek-Pleasant Valley Tillamook County
Seubert Excavators,Inc. Contract No. 10741 Acceptance Date: August 13,1990	Austin Rock Production Grant County
Holm II , Inc. Contract No. 10779 Acceptance Date: August 13,1990	Spring Valley Creek Bridge Polk County
Civil Construction Co.	N.Fk. John Day (Dale)

EXHIBIT C

MINUTES OF 9/18/90

Contract No. 10797
Acceptance Date: August 13,1990

Bridge
Umatilla County

Linco Electric Co.
Contract No. 10814
Acceptance Date: August 13,1990

Maple St. at Tualatin
Valley Spur
Washington County

Roy L. Houck Construction Co.
Contract No. 10829
Acceptance Date: August 13,1990

Pacific Highway East at
Quinaby Road
Marion County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$5,259,688.99	$5,259,688.99
Anticipated Costs	$5,722,428.96	$5,722,428.96
Percentage Overrun (Underrun)	+9.0%	+9.0%

August 22,1990

for William Crabtree
Donald E. Forbes
State Highway Engineer
Date 8-31-90

BMW:bmw

DELAUTH

EXHIBIT D

MINUTES OF 9/18/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On July 19, 1990, approved an agreement with Benton County for inspection and maintenance of the covered bridges in that county at a cost not to exceed $11,284.

2) On July 24, 1990, approved a supplemental agreement with the City of Cottage Grove for improvements to the Oregon Pacific and Eastern Railroad line near South 10th and Main Streets in Lane County. This supplement covers traffic signal maintenance responsibilities. (Original agreement approved May 23, 1990.)

3) On August 1, 1990, approved the plans outlined in a City of Canyon City Resolution which holds State funds for use during fiscal year 1991 on the Highway 395-Canyon City ECL Section of East Main Street.

4) On August 6, 1990, signed an agreement with the City of Corvallis to reconstruct the Mary's River-Kiger Island Road Section of Pacific Highway West. (Transportation Commission approved agreement as part of Six-Year Highway Improvement Plan on August 16, 1988.)

5) On August 8, 1990, signed an agreement with the City of Portland to construct the E. Marquam Interchange in the following units: SE Water Avenue Exit Section; NB, SB, Banfield Access, and the Water Avenue SB on-ramp; and Grand Avenue\Union Avenue ramps. (Transportation Commission approved agreement as part of Six-Year Highway Improvement Plan on August 16, 1988.)

Dated this 31st day of August, 1990

Cam Gilmour

Cam Gilmour, Manager
Program Section

August 28, 1990

EXHIBIT E
MINUTES OF 9/18/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following action was taken:

1) On June 8, 1990, approved a personal service contract with Don Gray to design and fabricate art work for the new Region 5 Office Building in La Grande. This contract is effective June 28 through December 31, 1990, at a cost not to exceed $5,000.



Dated this 4th day of Sept., 1990

J. X. Wilson
Region 5 Engineer

July 26, 1990

EXHIBIT F

MINUTES OF 9/18/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission. I approved the actions listed below and report these actions for your official records:

1. On July 18, 1990, approved a personal service contract with Yolanda Escalante-Effa to complete the Spanish translation of the 1989-91 Oregon Drivers Manual. The contract covers the dates of August 15 to December 31, 1990 at a cost of $ 7,000.

2. On July 25, 1990, approved an interagency service agreement with Executive Department, Information Systems Division, to provide a project manager for DMV's SR-22 Data Transmission Project. The contract covers the dates of July 23 through October 22, 1990 at a cost of $ 5,400.

3. On August 30, 1990, approved an interagency service agreement with Oregon State University, Survey Research Center, to conduct a survey to determine public satisfaction with DMV Field Offices. The contract covers the dates of September 15, 1990 through February 28, 1991 at a cost of $ 5,022.

Dated this 6TH day of SEPTEMBER, 1990

David P. Moomaw, Administrator
Motor Vehicles Division

EXHIBIT G

MINUTES OF 9/18/90

Report of Condemnation Cases Optioned [Dismissed]

State v. Biles
L-9583
R-55618
Section: Lincoln Beach-Fogarty Creek
Highway: Oregon Coast
County: Lincoln
Remarks: Settled by Right of Way

State v. Cleveland
L-9570
R-6028-001
Section: Coquille Reroute
Highway: Coos Bay - Roseburg
County: Coos
Remarks: Settled by Right of Way

State v. Morrison
L-9582
R-55614
Section: Lincoln Beach-Fogarty Creek
Highway: Oregon Coast
County: Lincoln
Remarks: Settled by Right of Way

State v. Fitzstephens
L-9601
R-58541
Section: Rogue River Bridge-Gold Beach
Highway: Oregon Coast
County: Curry
Remarks: Settled by Right of Way

State v. Hamlin
L-9438
R-57443
Section: Kings Hwy. - Jasper St.
Highway: Stewart Ave.
County: Jackson
Remarks: Settled by Right of Way

State v. Jundt
L-9580
R-58316
Section: Union/Grand Ave. Viaduct SE River Rd.
Highway: Pacific Hwy. East
County: Multnomah
Remarks: Settled by Right of Way

State v. Hoskins
L-9519
R-58497
Section: Cascade Hwy. N - Lester Interchange
Highway: Johnson Creek Blvd.
County: Clackamas
Remarks: Settled by Right of Way

EXHIBIT G
MINUTES OF 9/18/90

Report of Condemnation Cases Settled

State v. Heritage
L-9405
R-57065
Section: E. McMinnville Interchange
Highway: Salmon River Highway
County: Yamhill
State's Offer: $100
State's Highest Appraisal: $100
Settlement Amount: $3,000

State v. Burch
L-9406
R-57075
Section: E. McMinnville Interchange
Highway: Salmon River
County: Yamhill
State's Offer: $100
State's Highest Appraisal: $100
Settlement Amount: $3,000

State v. Olson
L-9386
R-57038
Section: Scholls Hwy. at Hall Blvd.
Highway: Scholls
County: Washington
State's Offer: $105,075
State's Highest Appraisal: $144,650
Defendant's Answer: $227,500
Settlement Amount: $181,000

State v. Painter
L-9281
R-56029
Section: Mystic Creek - Muns Creek
Highway: Coos Bay-Roseburg
County: Douglas
State's Offer: $650
State's Highest Appraisal: $650
Settlement Amount: $3,000

State v. Johnson
L-9522
R-58387
Section: S.E. 182nd Avenue-S.E. 190th Avenue
Highway: S.E. Yamhill Street
County: Multnomah
State's Offer: $2,280
State's Highest Appraisal: $2,280
Defendant's Answer: $5,500
Settlement Amount: $4,000

EXHIBIT G
MINUTES OF 9/18/90

Report of Condemnation Cases Settled/Cont'd

State v. Zimmerman
L-9346
R-57226
Section: Stark St.-Glisan St.
Highway: S.E. 223rd Ave.
County: Multnomah
State's Offer: $70,000
State's Highest Appraisal: $69,000
Defendant's Answer: $112,000
Settlement Amount: $85,000

State v. Halvorson-Mason Corporation
L-9526
R-58211
Section: Dooley Bridge-Cannon Beach Jct.
Highway: Oregon Coast Highway
County: Clatsop
State's Offer: $200
State's Highest Appraisal: $200
Settlement Amount: $200

State v. Newell
L-9452
R-57214
Section: Stark St.-Glisan St.
Highway: S.E. 223rd Ave.
County: Multnomah
State's Offer: $67,000
State's Highest Appraisal: $63,130
Defendant's Answer: $106,000
Settlement Amount: $72,000

State v. Gartrell
L-9352
R-57619
Section: S.E. Lester Ave. Interchange
Highway: East Portland
County: Clackamas
State's Offer: $15,000
State's Highest Appraisal: $11,700
Settlement Amount: $17,000

EXHIBIT G

MINUTES OF 9/18/90

Report of Condemnation Cases Settled/Cont'd

State v. Standley
L-9513
R-57472
Section: Camas Valley
Highway: Coos Bay-Roseburg
County: Douglas
State's Offer: $30,000
State's Highest Appraisal: $30,000
Defendant's Answer: $40,800
Settlement Amount: $30,000

State v. Standley
L-9512
R-57470
Section: Camas Valley
Highway: Coos Bay-Roseburg
County: Douglas
State's Offer: $10,000
State's Highest Appraisal: $6,000
Defendant's Answer: $14,200
Settlement Amount: $10,000

State v. Seabold
L-9457
R-57657
Section: S.E. 21st Ave. - Baseline St.
Highway: Tualatin Valley
County: Washington
State's Offer: $250
State's Highest Appraisal: $250
Defendant's Answer: $7,200
Settlement Amount: $2,000

Report of Condemnation Cases Tried

State v. Fleming and Zandell
L-9437
R-58051
Section: N.E. Portland Hwy. at N.E. 201st
Highway: N.E. Portland
County: Multnomah

The State offered $8,050 in its complaint. Defendants answered and counterclaimed in the amount of $50,000. Defendants owned a "mom and pop" service station which they claimed would be put out of business by the States' project. The State argued highest and best use of property was not a service station and that dedication applied to part of the taking. The States' appraisers testified to the value of the take as $6,200. The jury apparently did not give any weight to the States' arguments of highest and best use or dedication and did not believe the States' appraisers awarding a verdict of $40,000.

6454T/dsk

NEIL GOLDSCHMIDT
GOVERNOR

EXHIBIT H
MINUTES OF 9/18/90

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

COM

August 9,1990

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On August 9, 1990, $ 7,133,724.81 was distributed to the counties as their share of motor vehicle revenues for the month of July, 1990.

On August 9, 1990, $ 4,535,036.05 was distributed to the cities for the month of July, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of July, 1990

Douglass R. Goldbach, Controller
Highway Division

731-0146 (6-89)

AN EQUAL OPPORTUNITY EMPLOYER

At 7 p.m. October 16, 1990, the Oregon Transportation Commission held a dinner meeting at the Keg and Platter Restaurant, 3675 Market Street N.E., Salem, with the Local Officials Advisory Committee. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Donald E. Forbes, State Highway Engineer
Fran Neavoll, Commission Services

There were other staff persons present including John Colosimo, who was hired as a facilitator to work with LOAC and the Department staff.

The following Local Officials Advisory Committee members were present, including Pat Urlich from the Association of Oregon Counties:

Ted Comini
Jerry Routson
Jim Gilroy
Patrick Napolitano
Bill Deist
Steve Stolze
Winston Kurth
Bill Penhollow
John Joyce
Loran Wiese
B. J. Smith

Chairman Hollern recalled that in 1978 a joint agreement was signed outlining the role LOAC would play in relationship to the Commission. He thanked them for their past work on this Committee. He felt this coalition was important in order to approach the legislature in a unified manner for the funding needs of city streets, county roads, and state highways.

Chair Wiese of LOAC said at their last meeting the advisory group decided to evaluate their purpose, role, and relationship to the Commission and ODOT. He mentioned the Committee would like to take a more proactive role along with the Commission and Department in advocating statewide transportation issues. He commented this self-examination, with the assistance of a facilitator, will occur during the October 17 Commission meeting. LOAC will report back to the Commission at the end of the meeting to seek concurrence on the direction that LOAC wishes to pursue with ODOT.

Mr. Bothman briefly spoke concerning the growth in Oregon and he issued the challenge to LOAC: "How do we deal with the future growth in Oregon as it relates to transportation issues?"

The dinner meeting adjourned at 8:15 p.m.

At 8 a.m. October 17, 1990, the Oregon Transportation Commission met for a ribbon cutting of the ODOT/PUC child care center at 1144 Center Street, N.E., Salem. (Notice of the ribbon cutting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Don Forbes, State Highway Engineer
Paul Meyerhoff, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Fran Neavoll, Commission Services

Also present were other staff members, Child Care Task Force, Parent Advisory Committee, YMCA, and Public Utility Commission.

Virginia Carey, ODOT Child Care Coordinator, commented that the facility had been named the Sunstone Children's Center by a former employee, Roz Shirack. (The 1987 Legislature designated the Oregon sunstone as the official state gemstone. The gemstone also symbolizes Oregon's other gems: children.) The Sunstone Children's Center is operated by the Salem Family YMCA, Child Development Center.

Chairman Hollern said this concept was approved by the Commission in 1988 as the Department had identified potential productivity improvements through the availability of near-site child care centers for employees. He commented that many hurdles were overcome in order for this facility to become a reality. He said the Commission was concerned that the child care facility would be a reasonable investment.

Sandy Hewett, State Child Care Coordinator, extended her congratulations to ODOT and PUC for the completion of years of effort in establishing quality child care facilities for children of State employees. She said ODOT will serve as the historian of this kind of a project as, at the present time, this is the first child care facility exclusively for children of State employees. She also spoke concerning the partnership effort of ODOT, PUC, and the YMCA.

John Mistkawi, YMCA Executive Director, thanked the Commission, the Legislature, and the Governor for their support of child care as an important part of State government.

Bob Stebner of the YMCA, said the Center provides a safe environment in which children can learn and grow. He felt that the location of the center was critical as it was close to the State buildings. He commented that it was important to start early in the development of children's skills as they are the future leaders of Oregon.

Judy Gregory thanked Gary Potter, a former employee, for his participation and direction in the early stages of the concept.

Mr. Bothman presented to Virginia Carey a Certificate of Appreciation in recognition of her dedication and commitment to the establishment of the facility.

Ron Eachus, Commissioner of the Public Utility Commission, dedicated a doll house in memory of Nancy Ryles (former Commissioner, who passed away several months ago) for her commitment to education and children.

Chairman Hollern and Mr. Bothman with the help of the children cut the ribbon, which the children had made out of paper chains.

Larry Christianson then conducted the second Jackson Scholars Raffle, with the tickets being drawn by the children as follows:

$250 Fred Meyer Gift Certificate	Mark Grinde
$200 Savings Bond	Donna Graning
Private plane ride and lunch with Paul Meyerhoff II	Helen Murahaski
Oceansport fishing trip on the Tradewinds	Clayton Klein
Oceansport fishing trip on the Tradewinds	Ron Kamody
Wine tasting with Fred Miller	Frank Morrison
Sailing trip with Victor Dodier	Pat Turpen
Wooden rocking chair	Ron Kamody
1 Big Mac weekly for a year	Lisa Flowers
1 Big Mac weekly for a year	Terry McArtor
1 Big Mac weekly for a year	Jackie Greenleaf
1 Pendleton Blanket	Julie Eckstein
1 grey winter jacket	Jan Muck
1 sweatshirt	Ron Polvi
1 sweatshirt	Brenda Zuniga
1 sweater	Sherri Lewis
1 sweater	JoAnne Papenfus
1 white hat	Liz Tabery

The grand opening celebration ended at 8:30 a.m.

The Oregon Transportation Commission's regular monthly meeting began at 9 a.m., October 17, 1990, in the State Parks and Recreation Department Conference Room, 525 Trade Street S.E., #301, in Salem. (Notice of the 8:30 a.m. meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Donald E. Forbes, State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Richard Fairbother, Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Mr. Bothman said there are a number of employees who will receive their 35-year service pins at a luncheon today. He said two employees, Bennie L. Alley and Clairel E. Lollar, have worked for 40 years. Chairman Hollern presented Mr. Lollar with a 40-year pin. Mr. Alley was unable to be present. On behalf of the Commission, Chairman Hollern extended congratulations to the following 35-year employees:

Highway Division Employees

Richard L. Bachmeier, Myrtle Point
Francis V. Clark, Turner
Raymond O. Dillon, Salem
Curt Duval, Portland
James J. Gix, Winston
Robert H. Schalk, Gresham

Central Services Employee

Donna F. Graning, Salem

Motor Vehicles Division Employees

Laura Bailey
Esther Freimark

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the September 17-18, 1990, meetings.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. ("Real Property Condemnation Resolution No. 2826" in Commission's files, Salem.)

3) Approve distribution of Fiscal Year 1991 Federal-Aid Urban Fund Allocation to the urbanized and small urban areas of the State. (Authorized State Highway Engineer to sign necessary agreements.)

FISCAL YEAR 1991 URBAN FUND ALLOCATION
SMALL URBAN AREAS

URBAN AREAS	POPULATION	PERCENT OF TOTAL	FEDERAL FUNDS
ALBANY	28,030	6.6384	114,101
ASHLAND	16,740	3.9645	68,142
ASTORIA	10,160	2.4062	41,358
BAKER CITY	9,285	2.1990	37,797
BEND	19,510	4.6206	79,419
CANBY	8,315	1.9692	33,847
COOS BAY	23,380	5.5371	95,172
CORVALLIS	43,715	10.3530	177,948
COTTAGE GROVE	6,945	1.6448	28,271
DALLAS	9,220	2.1836	37,532
GRANTS PASS	16,990	4.0237	69,160
HERMISTON	9,830	2.3280	40,014
KLAMATH FALLS	36,808	8.7173	149,834
LAGRANDE	11,580	2.7425	47,138
LEBANON	10,485	2.4832	42,681
LINCOLN CITY	6,280	1.4873	25,564
MCMINNVILLE	16,310	3.8627	66,392
MILTON-FREEWATER	5,690	1.3476	23,163
MONMOUTH	10,075	2.3861	41,012
NEWBERG	11,890	2.8159	48,400
NEWPORT	8,710	2.0628	35,455
ONTARIO	9,700	2.2973	39,486
PENDLETON	14,765	3.4968	60,103
PRINEVILLE	5,315	1.2587	21,635
REDMOND	7,000	1.6578	28,494
ROSEBURG	16,635	3.9397	67,716
ST. HELENS	7,580	1.7952	30,856
SEASIDE	5,780	1.3689	23,529
SILVERTON	5,480	1.2978	22,307
SWEETHOME	7,005	1.6590	28,515
THE DALLES	10,590	2.5080	43,108
WOODBURN	12,445	2.9473	50,658
TOTAL	422,243	100.0000	1,718,807

(Continued on next page)

FISCAL YEAR 1991 URBAN FUND ALLOCATION

OREGON'S FISCAL YEAR 1991 URBAN APPORTIONMENT	$7,123,670
FUNDS ATTRIBUTABLE TO PORTLAND URBANIZED AREA	$3,823,060
Less 1-1/2% HPR Funds	(57,346)
Less 1/2% PR Funds	(19,115)
PORTLAND URBANIZED AREA ALLOCATION	$3,746,599

City of Portland's Fair and Equitable Allocation

$$\frac{\text{City of Portland Population}}{\text{Portland Urbanized Area Population}} = \frac{423,175}{1,032,831} = 41.84\%$$

41.84% x $3,746,599 = $1,567,577

CITY OF PORTLAND ALLOCATION	$1,567,577
BALANCE OF PORTLAND URBANIZED AREA ALLOCATIONS	$2,179,022

NONATTRIBUTABLE FUNDS TO BALANCE OF STATE	$3,300,610
Less 1-1/2% HPR Funds	(49,509)
Less 1/2% PR Funds	(16,503)
BALANCE OF STATE ALLOCATION	$3,234,598

AREA	FEDERAL POPULATION	PERCENTAGE OF TOTAL	FUND ALLOCATION
Eugene	182,495	22.9665	$742,874
Medford	52,469	6.6031	213,584
Salem	135,747	17.0834	552,579
Rainier	1,659	0.2088	6,754
32 Smaller Urban Areas	422,243	53.1382	1,718,807
TOTAL	794,613	100	$3,234,598

4) Distribution of Fiscal Year 1991 Federal-Aid Secondary Fund Allocation to the individual Counties of the State. (Authorized State Highway Engineer to sign necessary agreements.)

(Continued on next page)

FISCAL YEAR 1991 FEDERAL-AID SECONDARY
(FAS) ALLOCATION TO COUNTIES
October - 1990

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State's and Counties' Match money (Rounded to Thousands)
BAKER	$ 77,729	$ 88,000
BENTON	127,369	145,000
CLACKAMAS	365,837	416,000
CLATSOP	91,882	104,000
COLUMBIA	128,378	146,000
COOS	167,586	190,000
CROOK	69,802	79,000
CURRY	91,023	103,000
DESCHUTES	176,501	201,000
DOUGLAS	297,365	338,000
GILLIAM	51,143	58,000
GRANT	71,360	81,000
HARNEY	76,878	87,000
HOOD RIVER	86,276	98,000
JACKSON	238,546	271,000
JEFFERSON	84,155	96,000
JOSEPHINE	179,299	203,000
KLAMATH	124,230	141,000
LAKE	73,720	84,000
LANE	327,934	373,000
LINCOLN	109,935	125,000
LINN	200,629	228,000
MALHEUR	133,074	151,000
MARION	254,472	289,000
MORROW	82,822	94,000
MULTNOMAH	90,612	103,000
POLK	94,975	108,000
SHERMAN	52,016	59,000
TILLAMOOK	105,600	120,000
UMATILLA	167,810	191,000
UNION	87,330	99,000
WALLOWA	72,638	83,000
WASCO	84,265	96,000
WASHINGTON	176,596	201,000
WHEELER	44,702	51,000
YAMHILL	143,956	164,000
	$ 4,000,525	$ 5,464,000

SUMMARY - FISCAL YEAR 1991 COUNTY FAS FUNDS

Total Federal Funds (50% of Oregon Apportionment less Planning survey funds)	$	4,809,000
Plus Estimated State Match Funds		327,500
Plus Estimated County Match Funds		327,500
TOTAL FUNDS	$	5,464,000

NOTE Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on rural county road mileage) proposed by Association of Oregon Counties and approved by the Transportation Commission A Standard Federal-Aid Secondary Project uses approximately 80% federal funds (FAS) with State and County providing equal shares (6%) of the required match

5) Designated the Four Corners Winter Recreation Parking Location (Sno-Park) as follows:

Four Corners - Located on the Ukiah-Hilgard Highway (Hwy. 244, M.P. 20.5) in Umatilla County. Estimated capacity is 15 vehicles and the estimated annual plowing cost is $350. Snow removal will be accomplished by the Highway Division.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
State Highway Engineer	Exhibit B
Program Manager	Exhibit C
Right of Way Manager	Exhibit D
Office of Operations, Maintenance/Construction Engineer	Exhibit E
Bridge Engineer	Exhibit F
Region 2 Engineer	Exhibit G
Region 3 Engineer	Exhibit H
Region 4 Engineer	Exhibit I
Motor Vehicles Administrator	Exhibit J
Public Transit Administrator	Exhibit K
Assistant Attorney General	Exhibit L
Highway Controller	Exhibit M

The Commission confirmed their next meeting dates of November 12 and 13, 1990, in Salem. The dinner meeting will be with the Land Conservation and Development Commission. The tentative date for the phone meeting was set for December 18, 1990, at 10 a.m.

The Commission tentatively scheduled the following 1991 Commission meeting dates as follows:

January 14-15, 1991	Salem
February 18-19, 1991	Salem
March 18-19, 1991	Portland
April 15-16, 1991	Salem
May 20-21, 1991	Salem
June 17-18, 1991	Salem
July 15-16, 1991	Klamath Falls
August 20, 1991	Telephone
September 16-17, 1991	Salem
October 14-15, 1991	Eugene
November 11-12, 1991	Salem
December 16-17, 1991	Salem

Mr. Bothman said a report on the status of the Immediate Opportunity Funds through September 1990 was mailed to the Commission on October 5, 1990. The summary included the status of the seven projects approved so far and the discussion of the fund balance. Mr. Bothman asked the Commission if the criteria should be changed. The Commission was satisfied with the Program and requested no changes. (Copy of report in Commission's files, Salem.)

The Commission recognized Jan Baker and Phil Isaacs for the first All-Star Award. Mr. Bothman explained that this award recognizes outstanding service of Central Service employees and the nominations are made by their peers.

The Commission recognized Duane Christensen for his nomination and receipt of the 1990 AASHTO Region 4 Design Award. The award was for his work in chairing the special task force revising the AASHTO publication, "A Policy on the Accommodation of Utilities within Freeway Rights-of-way", for his participation in the Committee's activities, and being responsible for providing several task force members who greatly contributed to the success of those task force committees.

Richard Fairbrother, Division Administrator, FHWA, presented Eb Engelmann, Manager of the Environmental Section, with an Environmental Achievement Award in recognition of outstanding and significant contributions to the Federal-Aid Highway Program as a member of the FHWA and State Task Force on Environment. He explained that FHWA established the Task Force to examine numerous management, organizational and procedural strategies and techniques to improve and expedite the project development and environmental process. He said the Task Force made major recommendations on mainstreaming environment and the need to develop a more environmentally sensitive project development process.

The Commission recognized Gene Olson for his nomination by his peers for the International Right of Way Association's Frank Balfour Professional of the Year Award.

Mr. Bothman presented a request to approve the use of Immediate Opportunity Funds for improvements to the Hillsboro-Silverton Highway (Highway 214) near I-5 in Woodburn. The improvements allow Hardware Wholesalers, Inc., to locate on industrial properties near the I-5 interchange. He explained this would involve widening Highway 214 and improving the Woodland Avenue intersection at an estimated cost of $482,000. An industrial road would also be built opposite Woodland as part of the development. He said these funds will be part of an overall package of public facilities improvements totaling over $1.4 million. The Economic Development Department has recommended the project with the IOF share as $241,000. Commissioner Breezley moved for approval. The motion carried unanimously and the Commission authorized the Director or State Highway Engineer to sign the necessary agreements.

Mr. Moore briefed the Commission on the effect of Ballot Measure 5 on transit systems around Oregon. Ballot Measure 5 covers a State constitutional limit on property taxes for schools and government operations. If this measures passes, he said the Salem Area Mass Transit District would have a cutback in services. The remaining Transit Districts are still analyzing the potential effect.

Mr. Moore said on November 6, 1990, voters in Multnomah, Washington and Clackamas Counties will be asked to approve $125 million in general obligation bonds for the MAX light rail expansion. Of that amount, $110 million would pay for the Westside Light Rail Project and $15 million would go to the Eastside Clackamas County Light Rail Planning and Development. He handed the Commission a brochure of facts on Ballot Measure 26-1. (See copy in Commission's files, Salem.)

Mr. Moore advised the Commission of a change in the Amtrak proposal to extend the "Mt. Rainier" train service between Portland and Eugene daily for two years. He said the original request was for $466,403 in General Funds for the project, plus a half-time manager. He commented that Amtrak has raised the cost estimate for the same proposal to $914,243. He explained this was caused by a re-analysis that resulted in a doubling of crews because of such a short layover in Eugene. He requested authority to amend the 1991-93 budget request to $914,243. The proposal has been submitted to the Oregon Association of Railway Passengers. Commissioner Breezley said he is interested in maximizing the utilization of rail, and he asked if the train could beneficially go further. Chairman Hollern directed the staff to present projects which, in their opinion, would have a high chance of sustainable success. Chairman Hollern said he did not see the justification for doubling the funds. Vice Chairman Whitty moved that the Commission deny the request. The motion carried unanimously by the Commission for the budget request to remain at $466,403 for extending Amtrak from Portland to Eugene.

Mr. Moomaw requested authority to appear before the November Emergency Board for an increase of $153,000 in their 1989-91 budget expenditure limitation and the authority to establish two full-time positions and a temporary position. He also requested approving a personal service contract for computer programming assistance in the amount of $70,000. He said this request and contract are needed to prepare for implementation of House Bill 3446, the local option vehicle registration fee program passed by the 1989 Legislature. (For details of requests, see letter dated October 5, 1990, to Commission from Mr. Moomaw. Copy in Commission's files, Salem.) Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission authorized the Administrator to sign the necessary contract.

Mr. Moomaw requested authority to appear before the November Emergency Board for an increase of $3,012,146 in their 1989-91 budget expenditure limitation. He explained this request is a housekeeping measure necessary to properly account for Certificate of Participation transactions related to the purchase of automated testing devices approved by the October 1989 Emergency Board. (Details of this request outlined in a letter to the Commission dated October 5, 1990, from Mr. Moomaw. Copy in Commission's files, Salem.) Commissioner Breezley moved for approval of the request. The motion carried unanimously by the Commission.

Mr. Meyerhoff briefed the Commission on the alternatives for the Aeronautics Division's aircraft. He said the Division currently operates a 1969 Cessna 401 aircraft and it has been used over the years both for Division business and in providing transportation to other government agencies. He mentioned the present engines and propellers were installed on the aircraft in July 1981 and are now reaching the end of their service life. They will have to be replaced within the next four to six months at an estimated cost of $40,000 to $45,000. He commented the maximum retail value of the aircraft is about $45,000 in its present condition.

Mr. Meyerhoff presented the Commission with an Executive Summary of the aircraft operations options. (Copy in Commission's files, Salem.)

Mr. Meyerhoff said the decisions that are being requested are:

1) Determine if the Aeronautics Division should operate aircraft to support ODOT and other State agencies.

2) Support purchase decision for aircraft necessary to support agency mission.

Mr. Meyerhoff presented the following alternatives:

Three options, if the Division operates aircraft for its own use:

1) Sell the C-401 and not replace it;
2) Sell the C-401 and replace it with a smaller single engine aircraft for agency use;
3) Re-engine the C-401 and continue to provide current services.

Three possible options, if the Division operates aircraft in support of other State agencies:

1) Re-engine the C-401 and continue to provide current services;
2) Sell the C-401, upgrade to a more capable aircraft and offer expanded services;
3) Re-engine the C-401 and acquire a twin engine, all-weather aircraft to provide expanded services.

Mr. Meyerhoff summarized the expected uses and costs for replacement aircraft. (See Executive Summary in Commission's files, Salem.)

Mr. Meyerhoff asked the Commission for guidance on the following issues:

1) Determine if Aeronautics should provide air transportation for other State agencies.

2) Based on the decision whether to provide transportation services or not, determine the level of service that would be used by other State agencies. Then, based on service needs, select the appropriate aircraft to fit those needs.

There was discussion concerning providing air transportation for other State agencies.

The Commission direction was to sell the Cessna 401 and to come back to the Commission with a financing plan to purchase a single engine aircraft. The Commission also agreed that Mr. Meyerhoff should informally pursue discussions for support of a larger plane.

Ron Schaadt briefed the Commission on what will be discussed at the Silver Falls Retreat on November 1 and 2, 1990, concerning the multimodal transportation plan. He mentioned five issues have been identified that need solving: intercity passenger, land use and transportation, freight, metropolitan area commute, and technology. He said by the 1993 Legislature there will be four products that come out of this effort as follows:

1) Vision document (where the Department is today and where the Department is heading).

2) Policy document (existing and future).

3) Solving the five identified issues, with the help of the public and private sector.

4) Transportation needs analysis.

Mr. Schaadt mentioned that the Department in the next two years will be adding the other transportation modes to the Six-Year Highway Improvement Program and, at that time, the document will be known as the Six-Year Transportation Improvement Program. He said the Commission will be mailed in advance of the Retreat a discussion paper as to what the future will or could be for transportation.

Mr. Forbes requested authorization to seek consultant firms to provide preliminary engineering, field materials testing, and right-of-way monumentation services. He said the flexible service contracts would occur in all the Regions at a total of $852,500 per year with a one-year renewal option as follows:

Region 1 - $200,000
Region 2 - $150,000
Region 3 - $190,000
Region 4 - $162,500
Region 5 - $150,000

Commissioner Breezley moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary consultant contracts.

Upon Mr. Forbes' recommendation, Commissioner Ford moved for increasing the project authorizations on three contracts. The motion carried unanimously by the Commission on the following contracts:

1) Contract No. 10,809, Pacific Highway West at S.W. Canterbury Lane in Tigard, Washington County, in the amount of $55,603 (9.28 percent increase).

2) Contract No. 10,653, Camas Mt. Wayside-Muns Creek Section, Coos Bay-Roseburg Highway, Douglas County, in the amount of $412,600 (6.2 percent increase).

3) Contract No. 10,892, Clackamas-Boring Highway at S.E. 122nd Avenue in Clackamas County, in the amount of $32,437.60 (12.7 percent increase).

Mr. Forbes requested approval to enter into an agreement with the Federal Highway Administration for operation of the Oregon Technology Transfer Center from January 1, 1991, through December 31, 1991. He said Federal Funds in the amount of $82,965 would be requested from the National Highway Institute's Rural Technical Assistance Program for operation of this Center for 1991. The matching funds would be provided by the counties of Oregon through the Association of Oregon Counties. He requested authority to enter into the agreement with FHWA for $82,965 and authority to sign the necessary agreements. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary documents.

Mr. Forbes recommended changes to the 1991-96 Highway Improvement Program. Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission also authorized the State Highway Engineer to sign the necessary agreements covering these projects:

NEW PROJECT

U'xing BNRR Bridge #3875, Klamath Falls-Malin Highway, OR39, Klamath County. Construction cost $670,000.

BNRR has plans under way for a major overhaul of the structure at a cost of $183,000. Region 4 has requested additional funds for rebuilding the structure to provide horizontal clearance for the highway. The current clearance is 28 feet, which is substandard for the 4,800 ADT, and does not allow for modernizing to a reasonable standard.

Burlington Northern is willing to use its $183,000 toward a new structure. They will also design and build the structure. To fund the State's portion, Region 4 has requested shifting the USRS Canal Bridge to final plans to be used as a shelf project. Maintenance work on this structure has allowed the weight limit to be raised and allows a few more years before reconstruction will be necessary. In addition, PUC has indicated they would fund a third of the project from grade crossing protection money.

PROJECT CHANGE

USRS Canal Bridge #3881, Midland Highway, Klamath County. Construction cost $470,000. Move from construction in 1991 to final plans in 1991.

DELETE PROJECT

Roberts Road Curves at Redwood Drive, Roberts Creek Road, Douglas County. Total project cost $731,000.

Unanticipated difficulties with environmental studies, mitigation, and safety deficiencies resulted in increased right-of-way needs which affected the project costs.

As a result, Douglas County has requested the deletion of this project from the Program.

Mr. Forbes requested authority to develop and implement a process whereby a budget is prepared for each construction project to provide for engineering expense. He said that budgeting according to project needs should result in a reduction of overall engineering costs for construction projects. Commissioner Breezley moved for approval of the request. The motion carried unanimously by the Commission to implement a work planning and budgeting process that will determine the engineering expense allocation for each project.

Mr. Forbes said the reimbursable expenditures program in the Highway Division's 1989-91 budget is projected to exceed current limitation authority by $4.5 million. He explained this program provides services to other State agencies and repair of roadway damage by motorists. The expenditures from this program are reimbursed to the Highway Division dollar-for-dollar. He requested authority to submit a proposal to the November 1990 Emergency Board to increase the reimbursable expenditures program by an additional $4.5 million. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission.

Mr. Forbes recalled that the legal studded tire season is November 1 to April 30 of the following year and the law grants the Commission the authority to shorten or lengthen the period of permissible use. He recommended since the hunting season for Rocky Mountain elk begins this year on October 31 that the date be advanced to Friday, October 26. He also requested that the State Highway Engineer be delegated the authority to adjust the time period in the future. Commissioner Breezley moved that the two requests be approved. The motion carried unanimously and the Commission approved adding the following paragraph to Delegation Order Number 35:

> Shorten or lengthen the period for the permissible use of studded tires when the preservation of the highway surface or the safety of the traveling public are threatened.

Ms. Gregory recalled that the ODOT Space Utilization Master Plan for the Salem Facilities, Phase 1, had been presented to the Commission last month. She mentioned that Phase II, ODOT/MVD Facilities Least Cost Analysis, was mailed to the Commission before the meeting. (Copy in Commission's files, Salem.)

Ms. Gregory said she would be asking the Commission to adopt the Master Plan and to approve the Management Team's recommendation for siting the Motor Vehicles Division facility. She mentioned that the Management Team is still gathering information on ODOT Headquarters and a recommendation will not be made at this time.

Mr. Sumner Sharpe, consultant of Cogan Sharpe Cogan, said their firm looked at the location of the ODOT Building and it is their recommendation that the Headquarters Building be located on or near the Capitol Mall. He mentioned that the recommendation for the Motor Vehicles Division, Aeronautics Division, and the East Salem Complex is to remain off the Mall.

Grigsby Christopher, Moreland Christopher Myles, architects, spoke concerning the number of employees (existing and projected) and space (building and lease) in the Salem facilities from Years 1990 to 2010. He specifically discussed the space deficiencies in the Headquarters Building and the Motor Vehicles Division. (See copy of diagram entitled "Existing and Future Employees and Space" in Commission's files, Salem.)

Transportation Building

	Existing	Projected
Space	179,900 square feet	220,500 square feet
Employees	747	828

Motor Vehicles Division

	Existing	Projected
Space	112,780 square feet	125,200 square feet
Employees	555	633

Mr. Sharpe presented the location options for the Motor Vehicles Division and the ODOT Headquarters Building. (See tabulation report in Commission's files, Salem.)

Mr. Stephen M. Gambee of Robert Charles Lesser & Co., (subcontractor to Cogan Sharpe Cogan) said a cost analysis had been completed on four options for the Motor Vehicles Building for a 30-year time period. (See report in Commission's files for costs.) He discussed the two recommendations made to the ODOT Management Team as follows:

1) Ownership of Lana Avenue land and buildings; turnkey arrangement with present owner.

2) Ownership of land and buildings at Airport Way; purchase or lease land from General Services.

There was discussion concerning the Motor Vehicles Division options of paying or not paying property taxes.

Mr. Gambee presented the cost analysis on five options for the ODOT Headquarters Building for a 20-year time period. (See report in Commission's files for costs.) He outlined the two recommendations made to the ODOT Management Team as follows:

1) Purchase land and construct new building at green parking lot.

2) Improve ODOT Building; purchase Deems land and construct building; no turnkey.

Mr. Sharpe discussed the reasons for the recommendations. He mentioned if the new ODOT building was built on the green parking lot, there could be an additional 200 parking spaces. If the Deems' property was used, there could be 75 additional parking spaces.

Gary Eide, City Manager of Salem, addressed the Commission concerning the Space Utilization Master Plan for Salem Facilities. He said the City Council had directed him to relay their interest of keeping the Motor Vehicles' Lana Avenue property on the tax rolls. He commented that the Council discouraged the purchase of the property and requested that the property continue on a lease basis. He mentioned that the City is concerned as 50 percent of their General Fund is from property taxes. He said the City supports leaving Motor Vehicles at its present Lana Avenue site with the provision that tax increment be paid into the North Gateway Urban Renewal District. He closed by saying that Motor Vehicles is an important anchor business in the Portland Road area.

(The three following letters were submitted for the record concerning the location of the Motor Vehicles' Building and are on file in Commission's files, Salem:

Northeast Neighborhood Association urged that they and other groups be allowed reasonable time to review the ODOT documents and comment on the recommendations.

Northgate Neighborhood Association stated Motor Vehicles should remain at their Lana Avenue site due to the positive anchor it provides in that part of the neighborhood.

Highland Neighborhood Association urged the Commission to approve the option of leaving Motor Vehicles at the Lana Avenue site with the tax increment to be paid into the Urban Renewal District.)

Commissioner Breezley commented concerning the ODOT Headquarters Building. He said perception and timing are important. He was concerned about constructing a new building when only 60 percent of the highways are in satisfactory condition. He felt that the expansion across the street from the Transportation Building at the Deems location would be more appealing as far as perception was concerned. He was also uncomfortable approving additional parking spaces since the Commission supports the use of public transit. He said he could consider a new building if the existing building was unsafe or if there were other factors to consider.

Chairman Hollern concurred with Commissioner Breezley's comments. Vice Chairman Whitty asked for additional information as to where the funds would come from to support the new Headquarters Building. He said there is never going to be a good time to construct a new building in terms of perception. He said he would need more information before making a decision.

Commissioner Breezley moved to adopt the ODOT Space Utilization Master Plan, Phase 1, which does not obligate the Commission in any way, but the Plan gives the staff a framework within which to work. The Commission unanimously approved the motion. (Document in Commission's files, Salem.)

Vice Chairman Whitty moved for approval of the two alternates as follows:

Alternate 1: To pursue Motor Vehicles owning a building and property at its current location (with or without a property tax option); and

Alternate 2: Motor Vehicles owning a building on Airport Way.

The motion carried unanimously by the Commission. Chairman Hollern clarified that with this approval the staff will proceed with the negotiation options and come back to the Commission with a final recommendation.

Ms. Gregory said the staff would also come back next month with a recommendation on ODOT'S Headquarters Building.

Bob Royer, Planning Engineer, recalled that 13 public meetings were held on the draft version of the Oregon Highway Plan. He said the Plan determines long-range direction for the Highway Division based on future highway system needs and revenue requirements. He summarized the comments made at the meetings around the State with approximately 150 people attending.

Mr. Royer suggested responding to the concerns made by the persons attending the meetings. He said their evaluation would be helpful in the rewrite of the Plan. After the Plan is rewritten, he suggested sending the Plan out again for review and to hold at least one more public meeting. He said this would delay the approval by the Commission until February 1991.

Mr. Royer suggested that the Plan contain sections on urban and rural strategies. He felt the Commission may want to consider a stronger arterial program in the urban area and the possibility of accelerating the Access Oregon Highways Program.

The Commission agreed to Mr. Royer's suggestions and requested that appropriate time be scheduled in November for further discussion of the Highway Plan.

(Ray Polani, Citizens for Better Transit, Milwaukie, was unable to attend the meeting but asked that his comments on the Highway Plan be made a part of the records of the meeting. Copy of Mr. Polani's comments is in Commission's files, Salem.)

Mr. Elliott said, as a follow-up to the Commission's dinner meeting the night before with the Local Officials Advisory Committee, Loran Wiese would address the Commission concerning their role and purpose.

Chair Loran Wiese of the Local Officials Advisory Committee reported on the meeting held that morning in an attempt to refocus their efforts in a way to help the Commission. He said the following issues were discussed:

Purpose: To work with ODOT and advise the Transportation Commission in order to build a consensus on transportation issues among the Department, the cities, and the counties.

LOAC will strengthen the coalitions among key transportation players;

LOAC will help formulate transportation policy decisions through working with ODOT, LOAC, Association of Oregon Counties and the League of Oregon Cities;

LOAC will be a statewide liaison for ODOT and the Transportation Commission;

LOAC will focus on all transportation modes, broad policy issues, (the "big picture");

LOAC will facilitate information flow from ODOT to the League, Cities, and Counties; and

LOAC will promote, disseminate, and communicate consensus decisions at Federal, State, and local levels.

Chair Wiese said LOAC wants to be more active and more proactive in advocating statewide transportation issues.

The Commission agreed to the above direction for LOAC.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 11:45 a.m.

At 12 noon, the Transportation Commission had lunch at the McNary Restaurant, 6255 River Road North, Salem. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Don Forbes, State Highway Engineer
Paul Meyerhoff, Administrator, Aeronautics Division
Dennis Moore, Administrator, Public Transit Division
Doug Manthe, Assistant Administrator, Motor Vehicles Division
Fran Neavoll, Commission Services

The purpose of the luncheon was to honor the employees having 35 and 40 years of service with the Department. Mr. Forbes, Mr. Elliott, and Mr. Manthe made presentations of the 35-year pins to their employees. (See formal meeting minutes for names of employees.)

On behalf of the Commission, Chairman Hollern extended congratulations and appreciation for their dedication of long-term service to the State of Oregon.

The luncheon adjourned at 1 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Roger L. Breezley, Commissioner

Fran Neavoll
Commission Services

EXHIBIT A

MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1) On August 10, 1990, approved amending a personal services contract with NW Consultants for a Hazardous Waste Management Program at the Region 2 Salem Maintenance Facility in the amount of $20,000. The original contract was entered into under an emergency situation with a $10,000 limit. The supplement covers the period June 5, 1990, to June 30, 1991. (Authorized State Highway Engineer to sign necessary contract.)

2) On August 21, 1990, approved an interagency agreement with the Department of Land Conservation and Development for $25,000 to complete its study of urban growth management in Oregon. The agreement stipulates that the funds will be needed before September 30, 1990. (Authorized State Highway Engineer to sign necessary agreement.)

3) On August 30, 1990, approved a personal service contract with Gossard-Pyron Associates for team building and facilitator training in Region 4 through June 30, 1991, at a cost not to exceed $50,000. (Authorized State Highway Engineer to sign contract.)

Dated this 14 day of September, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

EXHIBIT A

MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Personal service contract with Howard Needles Tammen & Bergendoff for engineering services during the environmental phase of the I-5 @ Hwy. 217/Kruse Way Interchange Section of the Pacific Highway (I-5) in Washington and Clackamas Counties at an estimated cost of $35,000.

   Since this firm developed Phase 1 engineering and did the preliminary design, it is in the best interest of the Division to retain their services. The scope of their work will include assisting with a public hearing, preparing a hearing study report, and making minor changes to the selected design alternative which are needed to complete the Final Environmental Impact Statement. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 14 day of September, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

August 30, 1990

APPROVED

STATE HIGHWAY ENGINEER

Date 9/7/90

EXHIBIT A

MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with Albany Supercross for an all-terrain vehicle facility maintenance project located on Interstate 5 in Linn County. The All-Terrain Vehicle Account Allocation Committee has recommended the $14,000 expenditure for this project.

Dated this 14 day of September, 1990

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

September 5, 1990

APPROVED
William Snider
FOR STATE HIGHWAY ENGINEER
Date 9/12/90

EXHIBIT A

MINUTES OF 10/17/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: *Park Street at Grant Street (Lebanon) Section*
Contract 10,965

Type of Work: *Signing & Signals* F.A. No.: *State*

County: *Linn* Highway: *Santiam Highway (US 20)*

No. of Bidders: 6 Low Bidder: *Linnco Electric Co., Albany, Oregon*

Low Bid: *$61,406.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Benton Electric, Inc., Albany, Oregon* $ 61,965.69
3rd Bidder: *Marca Electric Inc., Coquille, Oregon* $ 66,667.00

No. 2 Project: *Sampling Loops (16 Areas)(Portland) Section*
Contract 10,966

Type of Work: *Traffic Sampling & Detector Loops* F. A. No.: *IXG-000C(39)*

County: *Multnomah* Highway: *Various City Streets*

No. of Bidders: 1 Low Bidder: *East County Electric Co., dba Highlite Construction Co., Brush Prairie, Washington*

Low Bid: $ 123,661.00

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland.*

2nd Bidder: *None*
3rd Bidder: *None*

No. 3 Project: *Crater Lake Highway at Delta Waters Road (Medford) Section*
Contract 10,967

Type of Work: *Grading, Paving & Traffic Signal* F. A. No.: *State*

County: *Jackson* Highway: *Crater Lake Highway (OR 62)*

No. of Bidders: 5 Low Bidder: *Albany Electric, Inc., Albany, Oregon*

Low Bid: *$ 132,192.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Marca Electric, Inc., Coquille, Oregon* $ 132,234.00
3rd Bidder: *Schoolhouse R Electrical Const., Ashland, Oregon* $ 135,154.32

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 8/28/90

EXHIBIT A
MINUTES OF 10/17/90

No. 4 Project: *Spring Creek Guard Rail Section*
Contract 10,968

County: *Union* Highway: *Ukiah-Hilgard Highway (OR 244)*

No. of Bidders: 2 Low Bidder: *Coral Construction Company, Wilsonville, Oregon*

Low Bid: *$ 95,551.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Dirt & Aggregate Interchange, Troutdale, Oregon* $ *112,265.00*
3rd Bidder: *None*

No. 5 Project: *Clackamette Park Bridge Section*
Contract 10,969

Type of Work: *Grading, Paving, Structures, Signing, Illumination & Signals* F. A. No.: *F-BRF-26(46)*

County: *Clackamas* Highway: *Pacific East Highway (US 99E)*

No. of Bidders: 7 Low Bidder: *Cushing Bros., Inc., Salem, Oregon*

Low Bid: *$1,225,543.75*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Wildish Standard Paving Co., Eugene, Oregon* $1,320,114.00
3rd Bidder: *Hamilton Construction Co., (Oregon), Springfield, Oregon* $ 1,343,141.50

No. 6 Project: *U.S. Highway 26-Cornell Road Section*
Contract 10,970

Type of Work: *Grading, Paving, Signals & Signing* F.A. No.: *IX-M-9053(1)*

County: *Washington* Highway: *N.W. Cornelius Pass Road*

No. of Bidders: 5 Low Bidder: *Baker Rock Crushing Co., Beaverton, Oregon*

Low Bid: *$818,185.30*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and Washington County and receipt of deposit by the County.*

2nd Bidder: *Fabricators, Incorporated, Salem, Oregon* $ *836,023.00*
3rd Bidder: *Eagle Elsner, Inc., Tigard, Oregon* $ *907,500.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 8/28/90

EXHIBIT A

MINUTES OF 10/17/90

No. 7 Project: *Clackamas Highway-Gladstone Interchange Section*
Contract 10,971

Type of Work: *Grading, Paving, Structures & Signal* F. A. No.: *IX-M-0000(102)*

County: *Clackamas* Highway: *82nd Drive & Evelyn Street*

No. of Bidders: *3* Low Bidder: *Hamilton Construction Co., (Oregon), Springfield, Oregon*

Low Bid: *$3,178,632.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and Clackamas County and receipt of deposit by the County.*

2nd Bidder:	*Wildish Standard Paving Co., Eugene, Oregon*	*$3,183,098.50*
3rd Bidder:	*F. E. Ward, Inc., Vancouver, Washington*	*$3,343,011.00*

On August 28, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on August 23, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 2, 5, 6, and 7 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 14 day of September, 1990

Michael Hollern

Michael Hollern, Chairman
Oregon Transportation Commission

ALL BIDS HAVE BEEN VERIFIED

EXHIBIT A

MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Contract with architectural consultant to perform an economic analysis and space planning for the relocation of the Region 3 staff headquarters and related offices to 3099 N.E. Diamond Lake Blvd., Roseburg. The existing facilities are inadequate and due to location, cannot be improved or expanded. The maximum cost for the analysis not to exceed $20,000. (Authorize State Highway Engineer to sign necessary contract.)

Dated this 24 day of September, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

APPROVED
FOR STATE HIGHWAY ENGINEER
Date 9-15-90

September 14, 1990

EXHIBIT B
MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On August 22, 1990, signed a personal service contract with Elcon Associates, Inc., to provide on-call roadway illumination design services for the period August 22, 1990, to September 1, 1991, at a cost not to exceed $150,000. (Transportation Commission approved April 17, 1990. Contract signed by William Anhorn for State Highway Engineer.)

2) On August 28, 1990, signed a personal service contract with Mayer/Reed to provide on-call landscape design services for the period August 28, 1990, to September 1, 1991, at a cost not to exceed $75,000. (Transportation Commission approved February 20, 1990. Contract signed by William Anhorn for State Highway Engineer.)

3) On August 31, 1990, signed an agreement with the City of Ashland for construction of a left-turn lane on the Rogue Valley Highway at Maple Street in Jackson County. (Transportation Commission approved on July 17, 1990, as part of the Six-Year Highway Improvement Program. Agreement signed by William Anhorn for State Highway Engineer.)

4) On September 10, 1990, signed a personal service contract with Fishman Environmental Services for biological research and documentation for flexible services with regard to wetland mitigation in an amount not to exceed $50,000 for the period September 10, 1990, to September 1, 1991. (Transportation Commission approved on March 20, 1990. Contract signed by William Anhorn for State Highway Engineer.)

5) On September 10, 1990, signed a personal service contract with Shapiro and Associates, Inc. for biological research and documentation with regard to wetland mitigation in an amount not to exceed $50,000 for the period September 10, 1990, to September 1, 1991. (Transportation Commission approved on March 20, 1990. Contract signed by William Anhorn for State Highway Engineer.)

6) On September 10, 1990, signed a personal service contract with David Evans and Associates, Inc. for roadway design in an amount not to exceed $150,000 for the period September 10, 1990, to September 15, 1991. (Transportation Commission approved on February 20, 1990. Contract signed by William Anhorn for State Highway Engineer.)

7) On September 13, 1990, signed an agreement with Tri-Met for the 1990-1991 Portland Rideshare Project. This agreement provides for the establishment of a program to encourage carpooling and alternate modes of transportation. There is no cost to the State. (William Anhorn signed agreement for State Highway Engineer. Transportation Commission approved agreement on March 15, 1977.)

8) On September 13, 1990, signed a personal service contract with OBEC Consulting Engineers for bridge inspection services in Geographical Area 9005 during the period September 13, 1990, to January 11, 1992, at a cost not to exceed $54,900. (William Anhorn signed contract for State Highway Engineer. Transportation Commission approved March 20, 1990.)

9) On September 17, 1990, signed Supplement No. 1 to a personal service contract with OBEC Consulting Engineers for bridge inspection services in Geographical Area 8904. This supplement adds additional inspections on 17 structures and increases the consideration by $13,311 for a new sum not to exceed $151,311. (Supplement signed by William Anhorn for State Highway Engineer. Transportation Commission approved March 20, 1990.)

10) On September 17, 1990, signed Supplement No. 1 to a personal service contract with Lindburg/Chrisman/Architects for building architecture and engineering services. This supplement increases the cost by $20,000 to a new sum not to exceed $40,000 and extends the completion date to June 30, 1992. (Supplement signed by William Anhorn for State Highway Engineer. Transportation Commission approved June 20, 1989.)

11) On September 19, 1990, signed Supplement No. 1 to a personal service contract with Modjeski and Masters for mechanical/electrical engineering on movable bridges. This supplement is effective September 19, 1990, to June 30, 1992, and provides an additional $20,000 for a new total not to exceed $40,000. (Transportation Commission approved original contract on June 20, 1989, with authorization to extend the contract for an additional year. William Anhorn signed supplement for State Highway Engineer)

Dated this 2nd day of October, 1990

for Duane O. Christensen
Donald E. Forbes, State Highway Engineer

October 1, 1990

EXHIBIT B
MINUTES OF 10/17/90

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY DEPARTMENT OF JUSTICE FOR
THE OREGON STATE HIGHWAY DIVISION

Period From 4-1-90 Through 6-30-90

	No.	Amount
Claims Pending at Beginning of Period	249	$ 559,850.48
Claims Pending at End of Period	445	$ 488,710.16

Money Collected During Period

Installment Payments	81	$ 3,590.62
Compromise Payments	-0-	$ -0-
Payments in Full	153	$ 189,290.53
TOTAL		$ 192,881.15

Claims Abandoned During Period	4	$ 3,000.22

Damage Cases (Actions Filed)	164	$ 179,736.25
Uncollected Judgments	* -0-	$ -0-

*Referred to Department of Revenue for collection

BLM:aml/7220G

EXHIBIT B

MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Traffic sampling and detector loops on the Sampling Loops (16 Areas) Section of Portland Area Streets in Multnomah County. Bids received August 23, 1990. Contract No. 10,966 awarded on August 30, 1990, to East County Electric Co. dba Highlite Construction Co., Brush Prairie, WA, at $123,661.00.

2) Work on the Clackamette Park Bridge Section of Pacific Highway East in Clackamas County. Bids received August 23, 1990. Contract No. 10,969 awarded on August 30, 1990, to Cushing Bros., Inc., Salem, at $1,225,543.75.

3) Work on the U.S. Hwy. 26-Cornell Road Section of NW Cornelius Pass Road in Washington County. Bids received August 23, 1990. Contract No. 10,970 awarded on August 30, 1990, to Baker Rock Crushing Co., Beaverton, at $818,185.30.

4) Work on the Clackamas Highway-Gladstone Interchange Section of 82nd Drive and Evelyn Street in Clackamas County. Bids received August 23, 1990. Contract No. 10,971 awarded on August 30, 1990, to Hamilton Construction Co. (Oregon), Springfield, at $3,178,632.50.

Dated this 2nd day of October, 1990

Duane A. Christensen

for Donald E. Forbes, State Highway Engineer

EXHIBIT C
MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On August 21, 1990, signed supplemental agreement with City of Hillsboro for the construction of the East Main Street-East City Limits Section of Cornell Road, Washington County. This supplement provides a six percent match of FAU funds from both State and City. (Original agreement approved by State Highway Engineer on October 16, 1980.)

2) On August 30, 1990, approved an agreement with Ishihara U.S.A. Corporation for construction of a left-turn refuge on Highway 213 (Cascade Highway South) at Greentree Drive in Clackamas County at no cost to the State.

3) On September 7, 1990, signed an agreement with the City of Roseburg and Douglas County covering construction of the North Roseburg Interchange on Interstate 5 in Douglas County. (Transportation Commission approved project on August 16, 1988, as part of the Six-Year Highway Improvement Program.)

4) On September 7, 1990, signed an agreement with the City of Eugene covering the Eugene Signal System Phase 3 Project. This agreement adds traffic signals on 18/19th Avenues and also to the signal interconnect system in Southwest Eugene. (Transportation Commission approved project on August 16, 1988, as part of the Six-Year Highway Improvement Program.)

5) On September 7, 1990, signed an agreement with the U. S. Forest Service, Department of Fish and Wildlife, and Bill Gilliland (private landowner) for improvement of anadromous fish access to Brush Creek. This cooperative venture is in conjunction with the Digger Creek Bridge Project on the Alsea Highway in Benton County. (Transportation Commission approved original project on August 16, 1988, as part of the Six-Year Highway Improvement Program.)

6) On September 14, 1990, approved a supplemental agreement with Washington County on the Cornell Road-US26 Interchange Section of Cornelius Pass Road. This supplement reflects a change in the project funding structure. (Project approved by State Highway Engineer on August 11, 1989.)

7) On September 18, 1990, signed Supplement No. 1 to a personal service contract with J. M. Colosimo Associates, Inc. for planning and implementing organizational change. This supplement extends the completion date to December 1, 1991. (Transportation Commission approved contract November 14, 1989.)

Dated this 3rd day of October, 1990

Cam Gilmour

Cam Gilmour, Manager
Program Section

October 1, 1990

EXHIBIT D

MINUTES OF 10/17/90

DATE: **AUGUST, 1990**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **DOUGLAS COUNTY: ROBERTS MTN.-MYRTLE CREEK SECTION - PACIFIC HIGHWAY:** File 26024 - containing 6.71 acres; $3,000; Approved 7/30/90.

AGREEMENTS: (35-48)

2) File 18201 - STATE grants to CITY OF SALEM; Easement Option Agreement and Easement conveying a permanent channel improvement easement and a temporary work area easement for MILL CREEK CHANNEL IMPROVEMENTS - NORTH SANTIAM HWY.; MARION COUNTY; for the consideration of $350.00; Approved 7/03/90.

PERSONAL SERVICE CONTRACTS: (35-47)

3) Building Repair and/or Demolition Contract with Sandy's Backhoe & Construction; for removal of foundation wall at 737 N. Ellensburg, Gold Beach OR; Start date: 6/28/90; End Date 7/08/90; Cost $900; File R58545; Approved 6/28/90.

4) Demolition Contract with Dan Obrist Trucking & Excavating; for demolition of specified improvements on various properties; Start Date: 5/01/90; End Date: 7/01/90; Cost $23,800; Files 56125, 56971, 56972, 56974; Approved 5/01/90.

5) Building Repair and/or Demolition Contract with Stark Trucking, Inc. for demolition of certain site improvements at 4611, 3422, & 3410 Hwy. 101, Lincoln County, OR; Start Date: 6/13/90; End Date: 7/13/90; Cost $8,410; Files 55606, 55674, 55675; Approved 6/13/90.

R/W SERVICE AGREEMENTS: (35-50)

3) R/W Service Agreement #371; Misc. C. & A. 10312; with Oregon Economic Development Dept.; Acquisition of Barton & Altorfer properties for Oregon International Port of Coos Bay; Coos County; Preliminary estimate of cost $10,000; Approved 6/17/90.

4) R/W Service Agreement #372; Misc. C. & A. #10329; with Dept. of General Services; for Relocation assistance for Ambassador Apts., 555 Summer St. N.E., Salem; Marion County; Preliminary estimate of cost $300; Approved 7/11/90.

Report of Actions Taken Under Delegated Authority
August, 1990 – Page Two

MANAGEMENT HOME PURCHASE PROGRAM:

DESHUTES COUNTY: File 6003 008 – Residence at 1141 Tower N., Bend OR purchased from Ken C. Allmer for $60,160; Approved 7/16/90.

JACKSON COUNTY: File 6003 002 – Residence at 701 S. "B" St., Phoenix OR purchased from Vernon Jay & Sharon A. Schultz for $61,570; Approved 7/31/89

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND – PACIFIC HIGHWAY WEST:

6044 044	Marc G. & Sally B. Vomocil	$ 2,300	App. 7/26/90
6044 049	Glenn L. Brown	$ 1,625	App. 7/26/90
6044 050	Francis M., Charles A., and Clarence A. St. John	$ 1,690	App. 7/20/90
6044 054	Nellie E. Hagquist	$ 1,875	App. 7/26/90

CLACKAMAS COUNTY:

BEAR CREEK–KEITH ROAD – WOODBURN–ESTACADA HIGHWAY:

6071 001	Charles A. & Norma L. McCann	$ 62,000	App. 7/13/90

CASCADE HWY N.–LESTER INTERCHANGE – JOHNSON CREEK BLVD.:

58497	David G. Bradley (Acquired property valued @ $26,710 exchanged for our File 58057 valued at $23,493.75 plus $3,216.25 cash to Grantor)	$ 26,710	App. 5/08/90

SPANGLER HILL–MULINO – CASCADE HWY. SOUTH:

57788	Gerald L. & Susan T. Grisham	$ 9,825	App. 6/29/90

TACOMA ST. INTERCHANGE–17TH AVE. – PACIFIC HIGHWAY EAST (MCLOUGHLIN BLVD.):

6041 010	Hawthorne Investment Co.	Donation	App. 7/11/90

COOS COUNTY:

COQUILLE REROUTE – OREGON COAST HIGHWAY:

6028 001	Allen J. & Suzanne M. Luis	$150,000	App. 7/13/90
6028 008	Georgia Pacific Corporation (Consideration for land of $5,000 was exchanged to the State to build approach road)	$ 5,000	App. 7/05/90
6028 022	Horace R. & Margaret E. Mendenhall	$ 64,000	App. 7/26/90
6028 029	Thomas D. & Arlene R. Guerin	$ 43,000	App. 7/26/90
6028 030	Florence P. Berg	$ 2,500	App. 7/25/90
6028 035	Richard R. & Daisy L. Nelson	$ 900	App. 7/09/90

EXHIBIT D

MINUTES OF 10/17/90

Report of Actions Taken Under Delegated Authority
August, 1990 – Page Three

CURRY COUNTY:

ROGUE RIVER-GOLD BEACH – OREGON COAST HIGHWAY:

58549	Robert & Betty Van Leer	$ 46,800	App. 7/03/90

DESCHUTES COUNTY:

REDMOND-BEND (NORTH UNIT) – THE DALLES-CALIFORNIA HIGHWAY:

6032 012	Lewis & Violet Cox	$ 2,700	App. 7/26/90
6032 027	Clifford & Virginia Williams	$3,036.81	App. 7/30/90
6032 028	Clifford & Virginia Williams	$ 240.95	App. 7/30/90
6032 041	Joachim C. Hessekiel	$ 1,000	App. 6/29/90
6032 045	Jack & Nancy Amen	$ 2,000	App. 6/29/90
6032 060	Bruce Kirkhorn	$ 1,810	App. 7/05/90
6032 062	Deschutes County	$ 250	App. 7/09/90

TERREBONNE-O'NEIL JCT. – THE DALLES-CALIFORNIA (97) HIGHWAY:

6054 005	Orlant & Margaret A. Larson	$ 50,000	App. 11/19/90

DOUGLAS COUNTY:

CAMAS MTN. WAYSIDE-MUNS CREEK – COOS BAY-ROSEBURG:

56025	Alfred H. & Betty J. Jones (Exchange 8.56 acres for this Permanent Easement for access Confar, Stone, Painter properties)	Exchange	App. 7/26/90

WINCHESTER INTERCHANGE NB RAMPS – PACIFIC HIGHWAY:

58828	George H. & Polly Sepulvado	$ 150	App. 7/26/90

YONCALLA MAINTENANCE:

58296	Bohemia, Inc.	$ 60,000	App. 7/09/90

GRANT COUNTY:

LONG CREEK-FOX – PENDLETON-JOHN DAY HIGHWAY:

58102	L.F. McGirr	$ 4,900	App. 7/20/90

HOOD RIVER COUNTY:

MT. HOOD-LONG PRAIRIE RD. – MT. HOOD HIGHWAY:

57109	Hood River County	$ 4,000	App. 7/13/90
57166	John & Gladys Faust	$ 750	App. 7/26/90

JACKSON COUNTY:

KINGS HIGHWAY-JASPER – STEWART AVE.:

57443	William T. Hamlin; John W. Hamlin	Donation	App. 7/05/90

EXHIBIT D

MINUTES OF 10/17/90

Report of Action Taken Under Delegated Authority
August, 1990 – Page Four

KLAMATH COUNTY:

FORGE-LOBERT (N. UNIT) – THE DALLES-CALIFORNIA HIGHWAY:

6050 008	Fred Koehler	$ 6,600	App. 7/09/90
6050 009	L.A. & Pauline H. Gienger	$ 3,220	App. 6/28/90
6050 010	Jay W. & Beth Shanor	$ 1,300	App. 7/13/90
6050 011	Charles A. & Elayne Powell	$ 2,400	App. 7/13/90
6050 015	David M. & Sheila R. Miller	$ 6,115	App. 7/26/90
6050 018	Guido Sargenti	$ 2,355	App. 6/29/90
6050 028	Robert J. & Nina L. Childers	$ 2,500	App. 6/28/90
6050 033	Gail Wyman, et al	$ 250	App. 7/13/90
6050 041	Peter C. MacFarlane	$ 2,500	App. 6/25/90
6050 043	Peter R. & Beverly A. Pate	$ 3,225	App. 6/27/90
6050 044	James M. & Vera F. Limbean	$ 3,000	App. 7/09/90

LINCOLN COUNTY:

LINCOLN BEACH-FOGARTY CREEK – OREGON COAST HIGHWAY:

55592	Boise Cascade Corporation	$ 1,700	App. 7/05/90

LINN COUNTY:

PARK-GRANT STREETS – SANTIAM HIGHWAY:

6069 003	Key Bank of Oregon	$ 1,000	App. 7/09/90

MALHEUR COUNTY:

ONTARIO PRISON SITE:

58708	Jack F. & Janet H. Duncan; John D. & Patricia Hansen (The check for this acquisition was issued by Corrections. They also approved and signed the Final Report in addition to Steve Green's signature)	$370,000	App. 6/22/90

AIRPORT WAY-CAIRO JUNCTION – OLDS FERRY-ONTARIO HIGHWAY:

6042 013	Kelley, et al	$ 3,400	App. 7/17/90
6042 034	Michael Walter Flynn	$ 3,360	App. 7/17/90
6042 040	Gary P. Hohstadt	$ 5,425	App. 7/03/90
6042 043	Charles M. Watanabe	$ 950	App. 6/29/90

MARION COUNTY:

MARKET ST. INTERCHANGE – PACIFIC HIGHWAY:

6027 005	Joseph M. Quan	$222,500	App. 7/26/90

SANTIAM ST.-MILL CITY – NORTH SANTIAM HIGHWAY:

6061 001	Willamette Industries	$ 22,460	App. 7/05/90

EXHIBIT D

MINUTES OF 10/17/90

Report of Actions Taken Under Delegated Authority
August, 1990 – Page Five

MULTNOMAH COUNTY:

S.E. 221ST AVE.–S.E. 242ND – STARK ST.:			
58389	Peter K. McGill	$ 1,700	App. 5/29/90
58408	Alprop Company	$ 350	App. 5/18/90
S.E. DIVISION–S.E. YAMHILL – S.E. 190TH:			
58463	Gary R. & Carmen N. Lohkamp	$ 1,725	App. 5/25/90
58471	Francis L. & Anna Mary Banner	$ 2,100	App. 6/12/90
58476	James H. & Carlotta H. Allin	$ 375	App. 5/22/90
TERWILLIGER BLVD. INTERCHANGE –			
6026 013	Kevin & Karolyn Kaster	$ 59,000	App.
UNION–GRAND VIADUCT – PACIFIC HIGHWAY EAST:			
58316	Herbert and JoAnn Jundt	$ 10,000	App. 7/24/90
58318	Robert R. Finzer	$ 1,500	App. 7/03/90
58340	R. Hoe & Company, Inc.	$ 950	App. 7/25/90

POLK COUNTY:

SALMON RIVER @ 3 RIVERS HWY.:			
6035 011	Roy H. & Clara M. Tucker	$ 2,900	App. 7/09/90
6035 015	Kenneth & Doris Oberson	$ 6,750	App. 6/28/90

UNION COUNTY:

IMBLER–ELGIN CLIMBING LANE – WALLOWA LAKE HIGHWAY:			
6065 004	Mary June West	$ 100	App. 7/24/90

WASHINGTON COUNTY:

CORNELL ROAD INTERCHANGE – SUNSET HIGHWAY:			
58118	The Carlyle Group	$ 95,000	App. 7/13/90
58120	The Carlyle Group	$120,000	App. 7/13/90
58120	The Carlyle Group	Donation	App. 7/13/90
MURRAY BLVD.–FANNO CREEK – SCHOLLS HIGHWAY:			
6037 003	Eulalee Smith; Stephen L. & Gail M. Peake	$8,106.97	App. 7/13/90
6047 002	Summer Creek Associates	$ 150	App. 7/17/90
6047 003	Summer Creek Associates	$ 1,100	App. 7/17/90
6047 004	Brad J. & Sharyl L. Hodges	$ 1,550	App. 7/03/90
6047 005	Brad J. & Sharyl L. Hodges	$ 250	App. 7/03/90
6047 021	Westgate Baptist Church	$ 6,700	App. 7/03/90
6047 022	Lam Truong Thai & Gian Vu Thai	$ 80,000	App. 6/21/90
6047 024	Bruce J. & Penny S. Thompson	$ 3,400	App. 7/03/90
6047 026	Donald & Farnoush Grove; Jalil & Eileen Fardanesh	$ 550	App. 7/17/90
6047 032	Frederick & Esther Niedner	$ 1,500	App. 7/05/90

EXHIBIT D
MINUTES OF 10/17/90

Report of Actions Taken Under Delegated Authority
August, 1990 – Page Five

MULTNOMAH COUNTY:

S.E. 221ST AVE.–S.E. 242ND – STARK ST.:

58389	Peter K. McGill	$ 1,700	App. 5/29/90
58408	Alprop Company	$ 350	App. 5/18/90

S.E. DIVISION–S.E. YAMHILL – S.E. 190TH:

58463	Gary R. & Carmen N. Lohkamp	$ 1,725	App. 5/25/90
58471	Francis L. & Anna Mary Banner	$ 2,100	App. 6/12/90
58476	James H. & Carlotta H. Allin	$ 375	App. 5/22/90

TERWILLIGER BLVD. INTERCHANGE –

6026 013	Kevin & Karolyn Kaster	$ 59,000	App.

UNION–GRAND VIADUCT – PACIFIC HIGHWAY EAST:

58316	Herbert and JoAnn Jundt	$ 10,000	App. 7/24/90
58318	Robert R. Finzer	$ 1,500	App. 7/03/90
58340	R. Hoe & Company, Inc.	$ 950	App. 7/25/90

POLK COUNTY:

SALMON RIVER @ 3 RIVERS HWY.:

6035 011	Roy H. & Clara M. Tucker	$ 2,900	App. 7/09/90
6035 015	Kenneth & Doris Oberson	$ 6,750	App. 6/28/90

UNION COUNTY:

IMBLER–ELGIN CLIMBING LANE – WALLOWA LAKE HIGHWAY:

6065 004	Mary June West	$ 100	App. 7/24/90

WASHINGTON COUNTY:

CORNELL ROAD INTERCHANGE – SUNSET HIGHWAY:

58118	The Carlyle Group	$ 95,000	App. 7/13/90
58120	The Carlyle Group	$120,000	App. 7/13/90
58120	The Carlyle Group	Donation	App. 7/13/90

MURRAY BLVD.–FANNO CREEK – SCHOLLS HIGHWAY:

6037 003	Eulalee Smith; Stephen L. & Gail M. Peake	$8,106.97	App. 7/13/90
6047 002	Summer Creek Associates	$ 150	App. 7/17/90
6047 003	Summer Creek Associates	$ 1,100	App. 7/17/90
6047 004	Brad J. & Sharyl L. Hodges	$ 1,550	App. 7/03/90
6047 005	Brad J. & Sharyl L. Hodges	$ 250	App. 7/03/90
6047 021	Westgate Baptist Church	$ 6,700	App. 7/03/90
6047 022	Lam Truong Thai & Gian Vu Thai	$ 80,000	App. 6/21/90
6047 024	Bruce J. & Penny S. Thompson	$ 3,400	App. 7/03/90
6047 026	Donald & Farnoush Grove; Jalil & Eileen Fardanesh	$ 550	App. 7/17/90
6047 032	Frederick & Esther Niedner	$ 1,500	App. 7/05/90

D

MINUTES OF 10/17/90

Report of Action Taken Under Delegated Authority
August, 1990 – Page Six

OPTIONS: WASHINGTON COUNTY: (Continued)

MURRAY BLVD. INTERCHANGE – SUNSET HIGHWAY:

58635	Apollo Pool, Inc.	$ 240	App. 7/26/90
58637	Rose P. Miller	$ 4,325	App. 7/20/90

SCHOLLS HWY. @ HALL BLVD. (BEAVERTON) –
57040

YAMHILL COUNTY:

11TH HILLSBORO – WYNOOSKI ROAD:

6058 006	Steven R. & Edie J. Salmon	$ 3,050	App. 6/25/90

Dated this 28th day of September, 1990

Steven Green, Right of Way Manager

EXHIBIT D
MINUTES OF 10/17/90

DATE: **SEPTEMBER, 1990**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLACKAMAS COUNTY: CLACKAMAS RIVER-WEST LINN SEC. - EAST PORTLAND HIGHWAY:** File 36193 - containing 2.83 acres; $125,000; Approved 8/01/90.

2) **COLUMBIA COUNTY: SCAPPOOSE SCL-MULT. CNTY LINE SECT. - COLUMBIA RVR. HIGHWAY:** File 53237 & 57348 - cont. 7,870 Sq. Ft.; $1,800; Approved 8/27/90.

3) **DESCHUTES COUNTY: BEND SCL-MURPHY RD. - THE DALLES-CALIFORNIA HWY.:** Files 50037 & 50041 - containing 1,005 Sq. Ft.; $6,000; Approved 8/15/90.

MULTNOMAH COUNTY:

4) **BURNSIDE BR.-39TH AVE. - COLUMBIA RIVER HIGHWAY:** File 14728 - containing 1,820 Sq. Ft.; $11,000; Approved 8/31/90.

5) **WILLAMETTE RIVER-I-205 - COLUMBIA RIVER HIGHWAY:** File 50950 - containing 0.23 acre; $18,000; Approved 8/30/90.

AGREEMENTS: (35-48)

6) File 6028 019 with Roseburg Forest Products; to replace log pond, log dump, scale site truck loader, etc.; Coquille Reroute; Coos Bay-Roseburg Highway; Coos County; Estimated Cost $2,488,371 (Actual amount will appear on Option list when spent); Approved 8/08/90.

7) Release of Slope Easement to Eric & Heidi E. Nash; File RW4952; Siletz River-Newport Section; Oregon Coast Highway; Lincoln County; advance deposit for processing costs $300; Approved 8/13/90.

PERSONAL SERVICE CONTRACTS: (35-47)

8) Building Repair and/or Demolition Contract with Dennis Snyder Contractors for demolition of the Portico and Swimming Pool at Chalet Motel, 8900 S.E. McLoughlin, Milwaukee, OR; R/W File 6041 014; Start Date: 8/01/90; End Date: 9/01/90; $9,140; Approved 8/01/90.

9) Building Repair and/or Demolition Contract with Environmental Services for removal of underground tanks at the S.W. corner of Birch and Main St., and the demolition of the service station and removal of 5 underground tanks at 13 S. Adams, Coquille, OR; Start Date: 8/06/90; End Date: 9/06/90; $6,800; Approved 8/06/90.

Report of Actions Taken Under Delegated Authority
September, 1990 – Page Two

INDENTURES OF ACCESS & GRANTS OF ACCESS: (35–54)

10) Files 4050, 4051, & 22251 – Indenture of Access with Salishan Lodge, Inc. on the westerly side of the Siletz Bay–Depoe Bay Section of the relocated Oregon Coast Hwy.; Approved 7/27/90.

11) File 19932 – Indenture of Access with Robert D. Jones, et al on the North side of the Hinsdale Slough–Luder Creek Section of the relocated Umpqua Hwy.; Approved 8/16/90.

12) File 26407 – Indenture of Access with Arnold L. Leppin on the easterly side of the Globe–St. Helens Section of the relocated Columbia River Hwy.; Approved 7/11/90.

13) File 35976 – Indenture of Access with Don Gwener on the southerly side of the Kid Canal–Madison St. Section of the relocated Klamath Falls–Lakeview Hwy.; Approved 8/30/90.

14) File 49135 – Indenture of Access with Port of Umatilla on the southwesterly side of the Hermiston–Stanfield Jct. Section of the relocated Umatilla–Stanfield Hwy.; Approved 6/26/90.

15) File 54116 – Grant of access to Holly Ridge Associates on the southerly side of the S.E. 182nd (Birdsdale Ave.) Section of the relocated Mt. Hood Hwy. at Eng. Stations 547+77 and 552+40; Multnomah County; Approved 7/11/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND DRIVE – PACIFIC WEST HIGHWAY:

6044 029	William & Marie Kirkland	$ 900	App. 8/16/90
6044 032	Truax Oil	$ 5,350	
6044 036	Bonita Stephens	$ 950	App. 8/23/90
6044 039	James & Ernestine Kirk	$ 1,500	App. 8/23/90
6044 043	Steven L. Brown & Winifred Etheridge	$ 1,250	App. 8/10/90
6044 064	Hazel Beals	$ 2,220	App. 8/05/90
6044 075	Jack C. Cooper (Graham)	$ 550	App. 8/16/90
6044 076	Rick B. & Pamela F. Coxen	$ 1,050	App. 8/16/90
6044 094	Herbert & Ann	$ 3,600	App. 8/07/90

CLACKAMAS COUNTY:

TACOMA ST. INTERCHANGE–S.E. 17TH – PACIFIC HIGHWAY EAST:

6041 016	Rawlins Family Trust, %Richard Rawlins	$ 2,980	App. 8/15/90

UNION/GRAND AVE. VIADUCT–S.E. RIVER RD. – PACIFIC HIGHWAY EAST:

58573	Howard & Mildred J. Wease (1/9 interest)	$ 325	App. 8/15/90

COLUMBIA COUNTY:

COLUMBIA CITY N.C.L.–WARREN –

58724	Charles A. & Barbara Y. Getty	$ 75,000	App. 8/06/90

Report of Action Taken Under Delegated Authority
September, 1990 – Page Three

OPTIONS: (Continued)

COOS COUNTY:

COQUILLE REROUTE – COOS BAY–ROSEBURG HIGHWAY:

6028 017	Rodenburg, Inc.	$ 2,400	App. 8/08/90
6028 019	Roseburg Forest Products	$450,000	App. 8/08/90
	(ADVANCE DEPOSIT: See under Agreements – Pg. 1, #6)		
6028 031	Earl R. Woods, Jr. & Gail R. Woods	$ 800	App. 8/08/90
6028 033	Hal E. & Patricia L. Strain	$ 2,500	App. 8/15/90

CURRY COUNTY:

ROGUE RIVER BRIDGE–GOLD BEACH – OREGON COAST HIGHWAY:

58538	McNair–Boice, Inc.	$ 7,500	App. 8/15/90
58541	P. Fitzstephens	$ 15,500	App. 7/26/90

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 038	Kenneth P. & Caroline Nolan	$ 12,500	App. 8/03/90
6032 047	Ronald G. Robertson (Walden)	$ 9,500	App. 8/16/90
6032 075	Frances Faye Kinney	$ 1,105	App. 8/17/90
6032 076	Gerald R. Dorn	$ 1,975	App. 8/16/90

REED HIGHWAY ACREAGE – THE DALLES–CALIFORNIA HIGHWAY:

6007 015	Fred Meyer, Inc.	Donation	App. 8/18/90

TERREBONNE–O'NEIL JCT. – THE DALLES–CALIFORNIA HIGHWAY:

6054 028	Faye L. English	$ 1,650	App. 8/08/90

DOUGLAS COUNTY:

WINCHESTER INTERCHANGE N.B. RAMPS – PACIFIC HIGHWAY:

58829	Philip L. Beckley & Robert C. Beckley (Property valued at $2,200 exchanged for construction of a manhole)	Exchange	App. 8/16/90

GRANT COUNTY:

LONG CREEK–FOX – PENDLETON–JOHN DAY HIGHWAY:

58720	Fred D. & Sharon Livingston (Paid $4,250 cash and traded 5.3 acres valued @ $750)	$ 5,000	App. 8/20/90

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58259	Betty Dariene Stone	$ 56,000	App. 8/08/90
58273	Nell F. Faulkner Sherwood	$ 2,300	App. 8/08/90

Report of Action Taken Under Delegated Authority
September, 1990 – Page Four

OPTIONS: (Continued)

JOSEPHINE COUNTY:

FOOTHILL BLVD./ROGUE RIVER/REDWOOD HWY. JCT. – REDWOOD HIGHWAY:

58711	United Auto Body, Inc.	$ 1,800	App. 8/15/90

LANE COUNTY:

NOTI–VENETA (WEST UNIT) – FLORENCE–EUGENE HIGHWAY:

6074 001	Charles W. & Reba G. McDaniel	$ 40,000	App. 8/08/90

MALHEUR COUNTY:

AIRPORT WAY–CAIRO JCT. – OLDS FERRY–ONTARIO HIGHWAY:

6042 001	Dee J. & Torma Winegar	$ 1,080	App. 7/30/90
6042 008	Earl W. Winegar	$ 100	App. 8/06/90
6042 026	George & Yvonne Fanning	$ 1,350	App. 8/03/90
6042 030	Robert M. L. & Floramae Fontaine	$ 1,600	App. 8/03/90
6042 032	Charlene A. Bair	$ 450	App. 8/03/90

MARION COUNTY:

36TH AVE.–CORDON ROAD – KUEBLER BOULEVARD:

58327	Department of Corrections	$ 71,400	App. 8/01/90

MARKET STREET INTERCHANGE – PACIFIC HIGHWAY:

6027 019	Leo E. & Pauline F. King	$ 41,250	App. 8/06/90

MULTNOMAH COUNTY:

N.E. 162ND AVE. @ N.E. GLISAN ST. – N.E. 162ND AVE.:

58620	Eugenie E. Reene; Philip A. Keene	$ 38,510	App. 5/23/90

S.E. 221ST AVE.–S.E. 242ND AVE. – STARK ST.:

58433	Preston Holt; Dean Earhart; June E. Herbert	$ 200	App. 5/23/90

POLK COUNTY:

SALMON RIVER HWY. @ THREE RIVERS HWY. – SALMON RIVER HIGHWAY:

6035 004	Hattie L. Gnos	$ 1,400	App. 7/30/90
6035 010	Ernest G. Hollmann	$ 1,600	App. 8/01/90

SAWTELL ROAD–M.P. 29 – SALMON RIVER HIGHWAY:

6073 001	Richard Kirkham (Hansen)	$ 100	App. 8/17/90

EXHIBIT D
MINUTES OF 10/17/90

Report of Action Taken Under Delegated Authority
September, 1990 – Page Five

OPTIONS: (Continued)

UMATILLA COUNTY:

UPRR O'XING–PENDLETON HWY. – PENDLETON–COLD SPRINGS HIGHWAY (NORTH UNIT):

6053 002	Royale Columbia Farms, Inc.	$ 100	App. 8/24/90

UPRR O'XING – PENDLETON HWY. (SOUTH UNIT):

6051 009	Umatilla County	$ 870	App. 8/20/90
6051 015	Blue Mountain Community College	$ 29,640	App. 8/03/90
6051 016	Blue Mountain Community College	$ 5,700	App. 8/03/90

UNION COUNTY:

IMBLER–ELGIN CLIMBING LANE – WALLOWA LAKE HIGHWAY:

6065 004	Mary Jane West	$ 100	App. 7/24/90

WASHINGTON COUNTY:

MURRAY BLVD.–FANNO CREEK – SCHOLLS HIGHWAY:

6047 023	Yong Su and Kum Jay	$ 5,850	App. 8/10/90
6047 043	Thomas E. Harrington	$ 4,900	App. 8/07/90
6047 047	Pacific First Bank	$ 9,175	App. 8/03/90

MURRAY BLVD. INTERCHANGE – SUNSET HIGHWAY:

58625	Leupold & Stevens, Inc.	$ 2,500	App. 8/10/90
58635	Al Taylor's Tire Factory, Inc.	$ 2,800	App. 8/20/90
58638	Byron Swanson	$ 10,000	App. 7/26/90

SCHOLLS FERRY HIGHWAY:

6007 018 through 6007 036	Washington County	Donation	App. 8/06/90

S.E. 21ST AVE.–S.E. BASELINE ST. (HILLSBORO) – TUALATIN VALLEY HIGHWAY:

57660	American Lubrication Company, Inc.	$ 38,425	App. 7/17/90

Dated this 28th day of September, 1990

Steven Green, Right of Way Manager

EXHIBIT D
MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

AIRPORT WAY - CAIRO JCT. SECTION OF THE OLDS FERRY-ONTARIO HIGHWAY

R-6042016 - Clarence H. Lee	Offer:	$7,700.00
R-6042020 - Murakami Farms		16,525.00
R-6042023 - Hollingsworth's Inc. of Ontario		26,100.00
R-6042028 - Charles L. O'Malley		12,100.00

COQUILLE REROUTE SECTION OF THE COOS BAY - ROSEBURG HIGHWAY

R-6028004 - City of Coquille	Offer:	$1.00
R-6028006 - Coos County		8,925.00
R-6028024 - Marjorie Lorraine Lounsbury		900.00
R-6028025 - Doris Fults		2,600.00
R-6028026 - Wayne T. Thompson		700.00
R-6028027 - James A. Cooper		700.00
R-6028028 - Georgia Pacific		1,800.00

FORGE RD. - LOBERT (North Unit) OF THE DALLES-CALIFORNIA HIGHWAY

R-6050005 - Kenneth L. Tuttle	Offer:	$6,666.00

I-82 PORT OF ENTRY (Umatilla) OF THE MCNARY HIGHWAY

R-55953 - Clyde Vieth	Offer:	$66,500.00

MARKET STREET INTCHGE. SECTION OF THE PACIFIC HIGHWAY

R-6027007 - Floyd Lee DeLapp	Offer:	$273,000.00

MARY'S RIVER - KIGER ISLAND DR. SECTION OF THE PACIFIC HIGHWAY WEST

R-6044093 - Oak Hill Properties	Offer:	$2,300.00

MT. HOOD - LONE PRAIRIE ROAD SECTION OF THE MT. HOOD HIGHWAY

R-57140 - Timothy Chambers	Offer:	$2,100.00
R-57147 - Bernice A. Patterson		2,500.00
R-57148 - Michelle Kay Patterson, et al		6,000.00
R-57159 - Dexter Parton		4,600.00

REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY (cont.)

MURRAY BLVD.-FANNO CREEK SECTION OF THE SCHOLLS HIGHWAY

R-6047006 - Carol J. Olander	Offer:	$600.00
R-6047007 - Century 21 Properties		17,500.00
R-6047009 - Frank Martenson		2,500.00
R-6047011 - Aleen Gross		2,000.00
R-6047012 - Burton Grabhorn		750.00
R-6047028 - Kay M. Funk		1,850.00
R-6047035 - William W. Saunders		20,150.00
R-6047046 - Genel Company, Inc.		2,000.00

MURRAY BLVD. INTCHGE. SECTION OF THE SUNSET HIGHWAY

R-58635 - Milton Brown	Offer:	$519,960.00

S.E. 21ST AVE. - S.E. MAIN ST. SECTION OF THE TUALATIN VALLEY HWY.

R-58843 - Leonard L. Gratteri	Offer:	$150.00

TACOMA ST. INTCHGE.-S.E. 17TH AVE. CONN. SECTION OF THE PACIFIC HIGHWAY EAST

R-6041002 - Daniel C. Hanna	Offer:	$89,760.00
R-6041003 - Daniel C. Hanna		24,450.00
R-6041005 - DAniel C. Hanna		7,070.00

UNION/GRAND VIADUCT-S.E.RIVER RD. SECTION OF PACIFIC HIGHWAY EAST

R-58311 - Haralambos Polizos, et al	Offer:	$850.00
R-58664 - NW Tube and Metal Fabricators	Offer:	$65,300.00

UPRR O'Xing - PENDLETON HWY. (South Unit) OF THE PENDLETON-COLD SPRINGS HIGHWAY

R-6051001 - John E. Straughan	Offer:	$175.00
R-6051003 - David H. Nelson, et al		1,340.00
R-6051005 - David H. Nelson, et al		1,850.00
R-6051007 - Masnilloc Investors, Inc.		1,100.00
R-6051008 - Michael Kilby		300.00
R-6051011 - Circle K Corporation		440.00

UPRR O'Xing - PENDLETON HWY. (Middle Unit) OF THE PENDLETON-COLD SPRINGS HIGHWAY

R-6052001 - Myra Durkin	Offer:	$100.00
R-6052002 - Levi W. Weidert		850.00

EXHIBIT D

MINUTES OF 10/17/90

REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY (cont.)

UPRR O'Xing - PENDLETON HWY. (North Unit) OF THE PENDLETON-COLD SPRINGS HIGHWAY

R-6053001 - Lewis & Clark College	Offer:	$4,300.00
r-6053004 - Hawman Farms, Inc.		100.00

U.S. HWY 97-INDUSTRIAL DR. SECTION OF WEST CAMPUS WAY

R-58522 - O'Connor Livestock Company	Offer:	$15,130.00

Dated this 1st day of October, 1990

STEVEN GREEN, Right of Way Manager

E

MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Office of Operations Engineer, the following actions were taken:

1) On June 18, 1990, approved a personal service contract with Linda Czopek for assistance in selecting an exterior color scheme for Operations Building and the East Salem Highway Building. This contract is effective from June 18 to June 27, 1990, at a cost not to exceed $500.

2) On August 15, 1990, approved a personal service contract with Don Sorensen for assistance in the design of an irrigation system for the Office of Operations covering the period August 17 to September 17, 1990, at a cost not to exceed $650. (Ken Karnosh approved agreement for Office of Operations Engineer.)

3) On September 11, 1990, approved the 1990-91 annual program for grooming of snowmobile trails under authority of the agreement with the Oregon State Snowmobile Association dated June 3, 1986. (John Sheldrake approved the annual program for Maintenance/Construction Engineer.)

Dated this 2nd day of October, 1990

Ken Husby, Manager
Office of Operations Engineer

October 1, 1990

EXHIBIT E

MINUTES OF 10/17/90

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Roseburg Paving Co. Contract No. 10675 Acceptance Date:August 22,1990	Umpqua Hwy. Passing Lanes - West Bound Douglas County
Bryan C. Rambo Crushing Co Contract No. 10878 Acceptance Date: August 22,1990	Vale Rock Production Malheur County
J.C.Compton Co.,bda Valley Conc. and Gravel Co. Contract No. 10909 Acceptance Date: August 22,1990	Burns Rock Production Harney County
J.C.Compton Contractor,Inc. Contract No. 10686 Acceptance Date: August 31,1990	Deschutes River - Sunrise Deschutes County
Road and Driveway Co. Contract No. 10900 Acceptance Date: August 31,1990	Pioneer Mtn. - MP25.2 Lincoln County
J.Arlie Bryant,Inc. Contract No. 10911 Acceptance Date: August 31,1990	Shaniko Rock Production Wasco County
F.E. Ward,Inc. Contract No. 10660 Acceptance Date: September 19,1990	Shinglehouse Slough Bridges Coos County
Wildish Standard Paving Co. Contract No. 10670 Acceptance Date: September 19,1990	S.C.L. Scappoose - Multnomah Co. Line Columbia County
Copeland Paving,Inc. Contract No. 10864 Acceptance Date: September 19,1990	Applegate R.Br. - MP9.2 Josephine County
Harney Rock and Paving Co. Contract No. 10774 Acceptance Date: September 20,1990	Paisley and Adel Rock Production Lake County

EXHIBIT E

MINUTES OF 10/17/90

ExpenDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$9,041,339.00	$14,301,028.00
Anticipated Costs	$9,226,364.00	$14,948,794.00
Percentage Overrun (Underrun)	+2.04%	+4.5%

for Kenneth E. Husby, Manager
Office of Operations
Date 9-25-90

BMW:bmw

DELAUTH^E

F

MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On August 2, 1990, approved a personal service contract with Robert W. Hunt Company for inspection of structural components at the fabrication site on the South Slough (Charleston) Bridge in Coos County. This contract covers the period August 2 to December 1, 1990, at a cost not to exceed $5,000. (On July 31, 1990, Chairman Michael Hollern approved entering into this sole source contract for completion of the work.)

Dated this 2 day of October, 1990

Thomas D Lulay

Thomas D. Lulay, Bridge Engineer

September 28, 1990

G

MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following actions were taken:

1) On April 3, 1990, approved the following abandonment of a damage claim:

CAO-89-214: Claim in the amount of $315.69 against Larry D. Eastham for damage to signs and sign posts on Highway 30 at M.P. 90.0 in Clatsop County. Mr. Eastham had no insurance and has since filed for bankruptcy. Discharge Order has been received and can no longer pursue Mr. Eastham on this debt.

2) On June 5, 1990, approved a personal service contract with Northwest Consultants (Dr. Charles D. Scott) for a Hazardous Waste Management Program at the Region 2, Salem Maintenance Facility. The contract covers the period June 5, 1990, to June 30, 1991, at a cost not to exceed $10,000.

3) On August 20, 1990, approved the following abandonment of a damage claim:

CAO-89-724: Claim in the amount of $653.73 for damaged guardrail on the Columbia River Highway No. 2W, Route 2, at M.P. 81.2, Clatsop County. The vehicle which damaged the guardrail was registered to Donna Lee Altom who had already passed away when this accident occurred on November 20, 1989. Unable to secure information on driver of the vehicle.

Dated this 4th day of October, 1990

Kenneth E Hadley

~~Bob Pool~~
Region 2 Engineer

EXHIBIT H
MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

1) On August 17, 1990, approved a cooperative agreement work order with the Federal Highway Administration covering landslide repair on the Coos Bay-Roseburg Highway 13 miles west of Roseburg in Douglas County. This agreement is for a one-year evaluation of the use of shredded tires as fill material.

Dated this 3rd day of October, 1990

James Gix
Region 3 Engineer

September 28, 1990

EXHIBIT I

MINUTES OF 10/17/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following actions were taken:

1) Approved the following abandonments of damage claims:

A) On April 6, 1990, CAO-88-527: Balance of $2,034.42 for a claim for traffic control and cleanup on Interstate 84 at M.P. 144.3 (Arlington) in Gilliam County. Driver was cited DUII and both the driver and vehicle owner indicate having no assets.

B) On August 17, 1990, CAO-89-663: Claim in the amount of $523.81 for traffic control and cleanup on the McKenzie-Bend Highway No. 17, Rt. 20W, M.P. 17.5, Deschutes County. The driver, Michael Owen, was killed in the accident and his insurance and assets failed to cover the above claim.

2) On August 24, 1990, approved an agreement with the City of Bend for the replacement of a traffic signal at The Dalles-California Highway and Franklin Avenue in Deschutes County.

3) On August 27, 1990, approved Supplement No. 2 to a personal service contract with L.R. Squier Associates, Inc., for geotechnical services on the Pelton Dam Road-Rimrock Ranch Section of the Warm Springs Highway in Jefferson County. This supplement extends the contract completion date to November 30, 1990, at no additional cost.

4) On September 17, 1990, approved a personal service contract with OBEC Consulting Engineers for redesign of a portion of the Crater Lake Highway from Crater Lake Boundary to Fort Klamath. This contract is effective from September 17 to November 1, 1990, at a cost not to exceed $7,834.23.

Dated this 3 day of Oct, 1990

Dale D. Allen
Region 4 Engineer

J

MINUTES OF 10/17/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1. On September 7, 1990, approved a personal service contract with Michael Finigan to advise the DMV Research Analyst on design of analytical techniques. The contract covers the dates of September 15 to June 30, 1991 at a cost of $ 4,800.

Dated this 2ND day of OCTOBER, 1990

David P. Moomaw, Administrator
Motor Vehicles Division

K

MINUTES OF 10/17/90

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

PUBLIC TRANSIT DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310 PHONE 378-8201 (VOICE)
TDD 378-5037
FAX 373-7376

October 5, 1990

In Reply Refer to:
File No.:

COM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Administrator

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Small City and Rural Area Transit Assistance Program. A state and federal funded program to provide assistance for public transportation service.

Date Signed	Grantee	General Funds	Federal Funds
9/21/90	Yamhill County	$13,700	$ 26,350
9/21/90	City of Woodburn	5,700	11,000
9/21/90	Tri-Met	0	79,700
9/21/90	City of Sweet Home	9,000	0
9/21/90	Rogue Valley Transportation District	0	113,000
9/21/90	City of Pendleton	9,000	0
9/21/90	City of Ontario	5,000	5,150
9/21/90	City of Newport	6,950	13,350
9/21/90	City of Milton-Freewater	9,000	0
9/21/90	Marion County	14,150	27,200
9/21/90	City of Hermiston	5,000	5,800
9/21/90	Grant County	9,000	0
9/21/90	City of Florence	9,000	0
9/21/90	Curry County	5,000	8,350
9/21/90	Coos County	9,350	18,000
9/21/90	City of Corvallis	20,650	39,700
9/21/90	Columbia County	21,700	41,700
9/21/90	City of Bend	4,950	0
9/21/90	Basin Transit Service	0	85,850
9/21/90	City of Astoria	7,650	14,700
9/21/90	City of Albany (Linn-Benton Loop)	11,000	21,200
9/21/90	City of Albany	9,650	18,550

AN EQUAL OPPORTUNITY EMPLOYER

732-0004 (3-90)

2. Urban Mass Transportation Administration, Section 16(b)(2). A federal program for capital purchases of vehicles and equipment to be used in transporting elderly and disabled persons.

   A. A vehicle transfer agreement in the amount of $5,450 between Shangri-La Corporation and Loaves & Fishes (June 8, 1990).

   B. A vehicle loan agreement between East Central Oregon Association of Counties and Public Transit Division. No money transfer (June 8, 1990)

   C. Agreements signed with the following grantees to purchase capital equipment (September 20, 1990):

1.	Opportunity Found. of Central Oregon	$20,685
2.	Senior Cit. Council of Benton Co.	21,026
3.	East Central Oregon Association of Counties	45,360
4.	Gold Beach Senior Activity Center	24,518
5.	Hood River County Transit	23,520
6.	Lincoln Co. Council on Aging	37,196
7.	New Day Enterprises	16,931
8.	Senior Wheels	51,725
9.	Siskiyou Cascade Services	40,346
10.	Sunshine Industries Unlimited	19,635
11.	Wamic Senior Center	24,150

3. Passenger Assistance Techniques. A program to provide driver training on assisting elderly and disabled passengers.

   A. A personal services contract with Dolores Patterson to conduct Passenger Assistance Techniques Workshops. Maximum amount not to exceed $3,600 (June 28, 1990).

   B. A personal services contract with Shelley Straney to conduct Passenger Assistance Techniques Workshops. Maximum amount not to exceed $3,600 (July 10, 1990).

   C. A personal services contract with Marianne McGee to conduct Passenger Assistance Techniques Workshops. Maximum amount not to exceed $3,600 (June 27, 1990).

   D. A personal services contract with Joan Shimp to conduct Passenger Assistance Techniques Workshops. Maximum amount not to exceed $3,600 (July 16, 1990).

K
MINUTES OF 10/17/90

4. Urban Mass Transportation Administration (UMTA) Section 8 Technical Studies Grants (80% federal, 20% state match). These grants support the agency's Technical Resource Program.

   1. An agreement with Urban Mass Transportation Administration for project number OR-08-8016 in the amount of $65,000 (September 12, 1990).

5. UMTA Section 16(b)(2) Elderly and Disabled Capital Grant Program (80% federal, 20% match). The funds are used by nonprofit organizations to purchase capital equipment (such as vans, small buses, wheelchair lifts) to provide transportation services for elderly and disabled persons.

   1. An agreement with Urban Mass Transportation Administration for project number OR-16-0016 in the amount of $556,816 (September 12, 1990).

6. UMTA Section 18 Non-Urbanized Area Public Transportation Program. The UMTA Section 18 is a formula grant program which provides administration, capital, and operating assistance to public transportation systems in the nonurbanized areas (populations under 50,000).

   1. An agreement with Urban Mass Transportation Administration for project number OR-18-X007 in the amount of $5,711,386 (September 12, 1990).

7. Rural Transit Assistance Program (RTAP). A 100% federal funded program to provide training, technical assistance, research and other support services to transportation providers in small cities and rural areas.

   A. Scholarships awarded to the following recipients to attend the Washington State Transportation Conference in Tacoma, Washington on September 4-7, 1990:

Date Signed	Name	Amount
8/29/90	Cary Thomas (Polk Trans. District)	$345
8/29/90	Doug Pilant (Rogue Valley. Trans. Dist.)	440

   B. Scholarships awarded to the following recipients to attend the 12th National Conference on Specialized Transportation in Sarasota, Florida on October 27-31, 1990:

Date Signed	Name	Amount
10/3/90	Gary Shaff (Rogue Valley COG)	$980.00
10/3/90	Robert Slawson (Governor's Comm.)	910.00
10/3/90	Chuck Krugel (Chehalem Valley)	900.00
10/3/90	Terry Parker (Lane COG)	705.00

C. Scholarships awarded to the following recipients to attend the Oregon Transportation Conference in Eugene, Oregon on October 14-16, 1990:

Date Signed	Name	Amount
9/25/90	Karl Evans (Lincoln Co.)	$270.18
9/25/90	Cary Thomas (Polk Trans. Dist.)	206.20
9/25/90	Randall Rohman (Woodburn)	229.70
9/25/90	Robert R. Lowry (Corvallis)	122.60
9/25/90	Shirley Lyons (Molalla)	279.70
9/25/90	Darrel Wilson (OFCO)	285.14
9/25/90	Glenna Maness (ECOAC)	223.26
9/25/90	Zee Carmen (New Day)	309.44
9/25/90	Carmen Prince (HELP Wallowa)	373.71
9/25/90	Sherry Schaer (HELP Baker)	223.70
9/25/90	Catherine Hicks (Gilliam STF)	383.98
9/25/90	Vic Miller (Gilliam STF)	279.70
9/25/90	Kenneth Bogart (Grant Co)	160.79
9/25/90	Lee S. Sanders (Grant Co)	275.98
9/25/90	Marc E. Prevost (Rogue Valley-COG)	167.35
9/25/90	Gary Shaff (Rogue Valley-COG)	238.63
9/25/90	Tim D'Alessandro (Rogue Trans. Dist.)	229.70
9/25/90	Richard Kalkofen (Rogue Trans. Dist.)	229.70
9/25/90	Pete Bagdanoff (Myrtle Point)	292.18
9/25/90	Lionel Youst (Coos/Curry Co)	229.70
9/25/90	Kelly Shane (Grants Pass Cab)	279.70
9/25/90	Diana Spencer (Grants Pass Cab)	165.75
9/25/90	Ray Spencer (Grants Pass Cab)	279.70
9/25/90	Marti Ballance (Senior Wheels)	176.15
9/25/90	Kent Berry (Senior Wheels)	122.60
9/25/90	Joe Snook (Senior Wheels)	105.00
9/25/90	Diana Gatchell (Senior Wheels)	105.00
9/25/90	David Lynde (Umatilla STF)	264.89
9/25/90	Lee R. Austin (Lincoln STF)	279.70
9/25/90	Veronica C. Zecchini (COCOA)	200.21
9/25/90	Robert B. Clark (FACT)	105.00
9/25/90	Cynda Bruce (Lincoln COA)	229.70
9/25/90	Jim Birdsall (Malheur Co)	183.76
9/25/90	Edythe James (Sweet Home)	155.00
9/25/90	Dolores Patterson (Treas. Valley)	105.00
9/25/90	Dale Cannon (Douglas STF)	105.00
9/25/90	Pat Shermer (Douglas STF)	105.00
9/25/90	Harold Blanch (Ontario Seniors)	223.76
9/25/90	Art Wenick (Ontario Seniors)	279.70
9/25/90	Marianne McGee (Clackamas Co.)	274.14
10/3/90	Linda Gorham (Josephine Co.)	229.70
10/3/90	Betty Godfrey (Josephine Co.)	138.50
10/3/90	Debra J. Morgan (Josephine Co.)	229.70
10/3/90	Delanie Delimont (Vol. America)	124.70

10/3/90	Gwen Thomas (American Red Cross)	124.70
10/3/90	Barbara Roberts (Wash. Co. CAO)	124.70
10/3/90	Robert Elting (HASL)	396.70
10/3/90	Barbara McGee (Basin Transit)	105.00
10/3/90	Don Willford (Basin Transit)	105.00
10/3/90	Dave Kleger (Lane Tran. Dist.)	105.00
10/3/90	Sterling Williams (Paralyzed Vets)	105.00
10/3/90	Robert Pung (Clatsop Co. STF)	155.00
10/3/90	Gene Button (Step Forward Act.)	217.35
10/3/90	Sam Learn (Spinal Cord Assoc.)	105.00
10/3/90	Blanche Robbins (CAT)	105.00
10/3/90	Roger Buchanan (CAT/Metro)	105.00
10/3/90	Dennis Studebaker (OTC Speaker)	750.00

DHM:ag

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Strategic Planning and Communications

Fran Neavoll, Office Manager
Commission Services

deloct:ahd

Report of Condemnation Cases Optioned [Dismissed]

State v. Grant Kent Partners
L-9475
R-57412
Section: Foothill Blvd. Rogue River
Highway: Redwood Hwy
County: Josephine
Remarks: Settled by Right of Way

State v. Linden
L-9599
R-58526
Section: Skyline Blvd at Cornelius Rd.
Highway: Skyline Blvd.
County: Multnomah
Remarks: Settled by Right of Way

State v. Balcorp Realty
L-9585
R-58140
Section: Cornell Road Interchange
Highway: Sunset
County: Washington
Remarks: Settled by Right of Way

7222T/dsk

Report of Condemnation Cases Settled

State v. Gustafson
L-9403
R-57057
Section: E. McMinnville Intchge-Airport Rd.
Highway: Salmon River Highway
County: Yamhill
State's Offer: $36,200
Defendant's Answer: $100,000
State's Highest Appraisal: $36,200
Settlement Amount: $54,800

State v. Olson
L-9389
R-57031
Section: Scholls Hwy. @ Hall Blvd.
Highway: Scholls
County: Washington
State's Offer: $3,320
Defendant's Answer: $9,400
State's Highest Appraisal: $9,400
Settlement Amount: $7,000

State v. Leigh
L-9494
R-58076
Section: Cascade Hwy. M.-Lester Ave.
Highway: Johnson Creek Blvd.
County: Clackamas
State's Offer: $205,772
Defendant's Answer: $332,900
State's Highest Appraisal: $235,000
Settlement Amount: $250,000

Report of Condemnation Cases Tried

State v. Fish
L-9479
R-57758
Section: Kerns Swamp Rd., Weyco Rd.
Highway: Green Springs
County: Klamath

The State's appraiser valued the trees at stumpage value and found no damage for proximity damages or problems associated with an alleged taking of the parking area. The jury disagreed. The case does not warrant appeal even though there was evidentiary rulings allowing the property owner to testify based on hearsay that were questionable. The State's offer was $1,300 and the verdict was $3,410.

EXHIBIT M
MINUTES OF 10/17/90

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

INT

September 9,1990

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On September 9, 1990, $ 11,729,037.27 was distributed to the counties as their share of motor vehicle revenues for the month of August, 1990.

On September 9, 1990, $ 7,469,778.24 was distributed to the cities for the month of August, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of September, 1990

Douglass R. Goldbach, Controller
Highway Division

731-0146 (11-69)

AN EQUAL OPPORTUNITY EMPLOYER

FOURTH ANNUAL SILVER FALLS WORKSHOP
TRANSPORTATION COMMISSION AND STAFF
November 1 and 2, 1990

At 1 p.m. on November 1, 1990, the Oregon Transportation Commission and staff met at the Smith Creek Meeting Hall, Silver Falls Conference Center, for their fourth annual workshop. Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Don Forbes, State Highway Engineer
Paul Meyerhoff, Administrator of Aeronautics Division
David P. Moomaw, Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Public Transit Division
Mark Ford, Manager of Strategic Planning
Fran Neavoll, Commission Services

(Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.)

Mr. Bothman said the purpose of the workshop was to discuss the goals and strategies and to explore planning efforts. He commented that the Management Team feels the 1990 goals are still valid, and they would like the Commission's input on the strategies.

Mr. Bothman stated the objectives of the workshop are to:

1) Gain approval for and commitment to the proposed process of the formation of a Transportation Plan.
2) Develop a draft Vision Document to guide future planning efforts based on Commission input.
3) Determine target areas for studying and to get the Commission's commitment to work on those areas.

Mr. Bothman mentioned the mission of the Department of Transportation is to exercise statewide leadership and vision in promoting, developing, and managing a statewide network of transportation systems and facilities that:

a) Provide access to Oregon for the State's citizens and visitors.
b) Provide efficient movement of commerce and people throughout the State.

(Continued on next page)

The Administrators of each of the Divisions then outlined the accomplishments of the 1990 goals as follows.

Mr. Moore outlined the accomplishments for the goals covering Transportation Leadership as follows:

Goal 1: Develop a vision, policies, and plans for transportation in Oregon over the next 20 years.

Accomplishments

a) State agency coordination agreement specifying a unified transportation plan.
b) Began multimodal plan process.
c) Six-Year Transportation Program to include Aeronautics, Transit and Highway Divisions. (Replaces Six-Year Highway Improvement Program.)

Goal 2: Establish partnerships with key transportation stakeholders.

Accomplishments

a) Obtained industry input through:

    1) Highway Plan process.
    2) DMV/OTA partnership in selecting test equipment.
    3) Highway Division and Associated General Contractors cooperative development of Standard Specifications for Highway Construction update.

b) Portland-area strategy.
c) Aviation Alliance.
d) Use of industry representatives and selection process for top management.
e) Directors' meetings with Port of Portland and Economic Development Department.
f) Economic development coordination with:

    1) Growth Council
    2) Regional strategies process.

g) Land use coordination through:

    1) State agency coordination agreement with LCDC.
    2) Management team subcommittee on land use.

h) Local government cooperation through:

    1) JPACT.
    2) Highway Plan.

(Continued on next page)

c) Ensure the safety of transportation system users.
d) Enhance Oregon's competitive position in national and international markets.

Mr. Bothman outlined the following significant accomplishments of the Department as it relates to the mission statement:

1) Land use and transportation:

   a) A State agency coordination agreement has been produced.
   b) Working with LCDC to rewrite the administrative rules for the LCDC Goal, Transportation.
   c) US101, Western Bypass, and other highway projects are being carefully evaluated as to land use implications.

2) Portland area:

   a) Working with the cities and counties of the region, Metropolitan Service District, and Port of Portland in implementing transportation policy and action.
   b) T-2000 and JPACT.
   c) Supported the West Side Light Rail Project and Ballot Measure 26-1.

3) Taking the lead in implementing a new approach to the US101 Route.

4) Federal leadership: Working with AASHTO, WASHTO, Congressional delegation and others on the new Surface Transportation Act.

Mr. Bothman spoke regarding Oregon's projected population growth which he said will concentrate mainly in the Portland Metropolitan area and the northern Willamette Valley. He said the population of Oregon's western suburbs continue to grow. He expressed concern for matching land use and transportation with the growth.

Mr. Bothman said the Department's decisions and practices are guided by the following values: service to the public, communication, pride in employees, and quality management.

Mr. Bothman outlined the progress achieved as it relates to the value statement of quality management:

1) A new management concept in ODOT with the Management Team.

2) Team building is taking place throughout the Department.

The Administrators of each of the Divisions then outlined the accomplishments of the 1990 goals as follows.

Mr. Moore outlined the accomplishments for the goals covering Transportation Leadership as follows:

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    1) State agency coordination agreement with LCDC.
    2) Management team subcommittee on land use.

h) Local government cooperation through:

    1) JPACT.
    2) Highway Plan.

(Continued on next page)

3) Six-Year Highway Improvement Program.
4) LOAC restructure.
5) DMV site selection procedure for field offices.

i) Strategic plan for Aeronautics Division and Aviation Marketing Strategy.

Goal 3: Develop long-range, comprehensive transportation financing packages which have support from the State's key transportation providers and users.

Accomplishments

a) Roads Finance Committee.
b) Aviation needs assessment.
c) Bonding strategy.
d) Ballot Measure 1 in May 1990.
e) Measure 26-1 (Portland) in November 1990.
f) T-2000 (Transportation Funding Package).

Commissioner Breezley said, in reviewing the mission and the goal for transportation leadership, there was no mention of rails. Commissioner Breezley felt that rails were important and should be included as part of the leadership goal.

Mr. Forbes outlined the accomplishments for the goals covering Transportation System Preservation and Development as follows:

Goal 1: Achieve a multimodal transportation system in Oregon.

Accomplishments

1) Contact with Port of Portland.
2) US30 Multimodal Study.
3) Tillamook Branch lines.

a) Burns rail service.
b) Reorganization within Strategic Planning to include rails.

Goal 2: Provide priority corridors to carry high volumes of commercial traffic, connect economic regions of the State, and serve tourist destinations.

Accomplishments

a) I-84 projects.
b) Westside Transitway.
c) Funding requested to complete air service study and process.
d) Implemented Access Oregon Highways projects.
e) Six percent increase in pavement projects.
f) Rehabilitation work on Tillamook and Burns Lines.

Goal 3: Minimize transportation congestion in the metropolitan areas.

Accomplishments

a) Management program in Portland.
b) Working with metropolitan areas to define.
c) Bus passenger service (Stripper well projects completed).
d) LRT work.
e) Public Transit Division existing programs.

Goal 4: Improve rural mobility and access, with balanced emphasis on highways, intercity bus, rail, and commuter air services.

Accomplishments

a) Identified commercial air service.
b) State rail program.
c) Maintained direct rail service to Tillamook and Burns
d) US30 Multimodal Plan.
e) Intercity Passenger Service Program within Strategic Planning.

Goal 5: Protect the State's investment through preservation and maintenance of its transportation facilities and network.

Accomplishments

a) ODOT Master Facilities Plan.
b) Sixty-nine percent of the road surface in fair or better condition (up from 46 percent).
c) Region 1 working to remove local roads from State jurisdiction.
d) Aeronautics working to turn airports over to local jurisdictions.

Mr. Moomaw handed the Commission a brochure from the US Department of Transportation entitled "Moving America: New Directions, New Opportunities". The brochure indicated that safety is a top priority of the Department of Transportation and is a major focus for State and local governments and private companies. (Copy of brochure in Commission's files, Salem.)

Mr. Moomaw also handed the Commission a tabulation which showed the ranking of State fatality rates for 1988 and 1989. The tabulation showed in Oregon there were 677 fatalities in 1988 and 626 fatalities in 1989. (Copy of tabulation in Commission's files, Salem.)

Mr. Moomaw outlined the accomplishments for the goal covering transportation system safety.

Goal 1: Implement a comprehensive transportation safety program to bring Oregon's safety ranking to at least the upper one-third of all States.

Accomplishments

a) Reduced fatalities.
b) Implemented Corridor Safety Program.
c) Supported seatbelt legislation.
d) Implemented new driver licensing legislation (Commercial Driver Licensing and Provisional Driver Licensing Programs).
e) Conducted work zone safety campaign.
f) Conducted statewide safety training program.
g) Participated in Traffic Safety Summit.

Mr. Moomaw commented that Oregon was ranked eleventh in the nation for traffic safety.

Goal 2: Be prepared to respond to critical situations.

Accomplishments

a) Updated emergency response plans.
b) Participated in mock disaster drills.
c) Energy crisis response planning.

Vice Chairman Whitty commented that he felt the "Give 'em a Brake" signs, which are posted at rest areas, are very effective and suggested that they be used more.

Ms. Gregory outlined the accomplishments for the goals covering organizational effectiveness as follows:

Goal 1: Organized the Department to foster efficient management; decentralization where more appropriate; empowerment of staff; and a team management approach to problem-solving.

Accomplishments

a) Reorganized Central Services into three branches. (Administration, Strategic Planning and Communications, and Financial.)
b) Recruitment for Assistant Director for Finance.
c) Management team restructured into decision-making process.
d) Highway Division has team building.
e) Two-year pilot program in Highway Division which includes self-managed work groups.

Goal 2: Employ long-range strategic management and planning techniques in the Department.

Accomplishments

a) Reorganized Strategic Planning and Communications to include strategic planning functions.
b) Organized management team as Land Use Board.
c) Strategic planning document and Silver Falls strategy implementation.
d) Strategic planning document and action plan targeting the 1990s.

Goal 3: Carry out the Department's financial functions and responsibilities in a sound, efficient, responsive, and timely manner.

Accomplishments

a) Central Services converted to TEAMS.
b) Aeronautics on TEAMS.
c) DMV will convert to TEAMS in 1991.
d) Hiring new Assistant Director for Finance.

Goal 4: Implement a human resources development system.

Accomplishments

a) New employee orientation program created.
b) Moved Career Development Program to Employee Development Section for more continuity.
c) Developed and completed Career Information System which will help employees to determine career paths and skills needed to achieve success.
d) A two-weeks maintenance academy training beginning December 1990.
e) Physical capacity and drug testing pilot program. Program will be expanded statewide in March 1991 for maintenance workers.

There was considerable discussion among the Commission concerning pre-employment drug testing for employees. Chairman Hollern and Commissioner Breezley expressed the desire that the staff should proceed as far as possible on this program and let the Commission know if there was resistance.

Goal 5: Implement annual work programs within each Division, optimizing use of available resources, and identifying results to be achieved.

Accomplishments

a) DMV work standards.
b) Highway, Aeronautics and Transit Divisions Work Program.

Mr. Elliott outlined the accomplishments for the goal covering communication and external relations:

Goal 1: Improve communication with transportation stakeholders, the general public, and ODOT employees.

Accomplishments

a) Reorganized governmental liaison function, Strategic Planning and Communications, and Local Officials Advisory Committee.
b) Oregon Transportation Alliance.
c) Oregon Aviation Alliance.
d) Aeronautics participated in airport reauthorization bill covering a passenger facility tax.
e) Government liaison working with AASHTO and WASHTO on Federal legislation.
f) Aviation public meetings.
g) Meetings were held on Six-Year Highway Improvement Program, Highway Plan, and Access Oregon Highways Program.
h) Employee development and training.
i) Media workshops.
j) Aviation forums.
k) DMV annual employees' meeting.
l) Portland's five regional meetings.

Mr. Bothman said the Department plans to continue with the five goals and update the activity. As recommended by Commissioner Breezley, Mr. Bothman instructed the staff to enhance the rail effort.

The Commission expressed satisfaction of the accomplishments. Chairman Hollern said he felt the Department was a well-run governmental organization. Commissioner Breezley concurred. Chairman Hollern called for a recess at 2:55 p.m.

The workshop reconvened at 3:05 p.m. with Paul Norris of Strategic Planning and Russ Beaton, a consultant hired as a facilitator for the workshop, joining the group.

Mr. Elliott commented that last May the Commission instructed the Department to come back at this workshop with a process for producing a multimodal transportation plan. He mentioned that the staff has

interviewed most of the transportation interests in the State, as well as planners and planning organizations from all over the country. He stated the more that was learned about transportation planning, the more elusive the concept of "multimodal" became. As a result, he said the multimodal plan will now be referred to as the Oregon Transportation Plan.

Mark Ford, Manager of Strategic Planning, said the purpose of the Oregon Transportation Plan is to meet the requirements of ORS 184.618 which states that:

> As its primary duty, the Oregon Transportation Commission shall develop and maintain a state transportation policy and a comprehensive, long-range plan for a multimodal transportation system for the state which encompasses economic efficiency, orderly economic development, safety and environmental quality. The plan shall include, but not be limited to, aviation, highways, mass transit, pipelines, ports, rails and waterways. The plan shall be used by all agencies and officers to guide and coordinate transportation activities and to insure transportation planning utilizes the potential of all existing and developing modes of transportation.

Mr. Ford said the goals of the Transportation Plan are:

1) Bring a Transportation Policy Document, Needs Analysis and funding request to the 1993 Legislature which reflects a long-range, comprehensive, multimodal perspective.

2) Establish an ongoing transportation planning process within ODOT which meets the requirements of ORS 184.618.

3) Establish, maintain, and improve coordination and cooperation between the various transportation modes, State and Federal agencies, local governments and private industry.

4) Provide better integration of existing Division implementation plans.

Mr. Ford said the following principles will guide the development of the Transportation Plan:

1) The plan is long-range, focusing on the next 20 to 30 years.

2) The plan is comprehensive, covering all regions of the State, all transportation systems, and all jurisdictions, including both State and local facilities and services.

3) The planning process is based on maximum public participation.

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4) The planning process is ongoing and elements of the plan will be updated and extended as appropriate.

5) The planning process will be guided by the Transportation Commission, which serves as the policy committee.

Mr. Ford said the planning process will be: 2020 vision (planning environment for 1990-2220); strategic planning issues; transportation strategies and policies; analysis of resources, needs, and modal trade-offs; modal plans (aviation, highways, public transit, pipelines, ports, rails, and waterways) and implementation.

Paul Norris, by use of a slide show, gave the following overview of the Transportation Plan, which is summarized as follows:

1) Under a statutory requirement, the Transportation Commission is responsible for a long-range transportation plan.

2) There is a need for a balanced transportation system.

3) The historical and geographical influences on transportation in Oregon are:

   a) The Columbia and Willamette Rivers provided Oregon's first commercial links with the outside world.
   b) Traditional dependency on a reliable highway system grew from the way Oregonians work and play.

      1) Needed to serve the States' major industries and
      2) Needed to meet demand of Oregonians for independence and outdoor recreation.

   c) Distance from markets helped shape Oregon's transportation system.

      1) Railroads provided Oregon's first effective overland interstate commerce link.
      2) The use of aviation has increased dramatically in moving freight as well as people.

4) Four major factors that will affect Oregon over the next 40 years:

   a) Population growth and distribution:

      1) Oregon's population will grow by 41.8 percent as compared to 21.4 percent for the nation between 1989 and 2030.

(Continued on next page)

2) The projected distribution of Oregon's population is primarily concentrated in Oregon's four metropolitan areas.
3) Oregon's projected population growth will be concentrated mainly in the Portland metropolitan area and northern Willamette Valley.
4) The population of Western Oregon suburbs will continue to grow.
5) Commuting patterns spurred by suburban growth and auto boom should continue.
6) Other aspects of Oregon's changing population and transportation needs should be considered:
   a) Leveling out a labor force participation.
   b) Aging of the baby boom.

b) Changing the face of Oregon's economy:

1) Nonmanufacturing jobs account for 82 percent of Oregon's employment.

   a) Jobs in the trades and services sectors total 49.2 percent of employment.
   b) Employment is declining rapidly in timber industry, slowly in agriculture.

2) Diversification leads to concentration of employment opportunities in western Oregon metropolitan areas.

c) Foreign trade is another activity that will continue to grow in importance to Oregon's economy:

1) Oregon is in a great position to benefit from trade with Pacific rim nations.
2) Increases in both overseas air freight and commercial airline passengers can be expected as international trade grows.
3) New opportunities will place more demand on Oregon's traditional freight routes.

d) Advances in technology:

1) Higher speed intercity transportation is seen as a potential solution to travel problems involving trips of 200 miles or less.
2) Development of intelligent vehicles (smart cars) and highway systems could reduce need for investment in mass transit technologies.

   a) Development of fuel efficient cars.
   b) Adaptation of microelectronics to auto/highway technology.

(Continued on next page)

c) Continuing problems despite technological advances.

3) Advanced telecommunications, computer networking and the FAX machine have been billed as transportation substitutes.

4) Energy resources and environmental considerations:

a) Global warming, air quality, and land use concerns.
b) Future availability and source of petroleum.

5) How will these factors affect Oregon and its transportation system?

a) How will Oregon respond to these trends and issues?
b) What role will transportation have in shaping Oregon's future?
c) Development of Oregon's broad based transportation system represents a first step in response to issues.

(Mr. Norris' presentation is contained in a written document entitled "A Planning Overview" in Commission's files, Salem.)

Russ Beaton, the facilitator, led a discussion and interaction on future scenarios to focus on Oregon's consensus vision. The discussion and interaction focused on the divergence between "probable" and "hoped for" futures. (Copy of the "Futures Scenarios" discussed in Commission's files, Salem.) As a result of the interaction by the Commission and staff, the following perimeters for transportation were listed: land use, economy, energy, technology, political, social/values, environment and uncontrolled. It was discussed that the following categories may need to be included in those parameters: recreation habits, water, and taxes and finance.

The workshop adjourned at 5:45 p.m.

Following dinner at 7:30 p.m., the Commission discussed personnel matters until approximately 8:30 p.m. The Management Team also met to discuss their presentations to the Commission the following morning.

At 8:10 a.m. on November 2, 1990, the workshop continued with the same persons and at the same location.

Mr. Ford said with the discussion of the vision at the workshop the previous day, the critical issues should now be discussed that will lead to the goals and strategies. Dr. Beaton listed the key issues as land use, economy, energy, technology, politics, values, and funding. The following is a summary of the key issues that were discussed:

1) **Land use issues:**

   Urban growth boundaries, access control, housing, redevelopment, procedural barriers (land use challenges), jurisdictional, uniformity in transit, pioneering land use.

2) **Economic issues:**

   Jobs, average income, tax rates, foreign, regional distribution in the state, diversification/structure, growth rates, trade patterns, migration patterns.

3) **Energy issues:**

   Cost availability alternatives, technology changes, natural environment.

4) **Technology issues:**

   Obsolescence, new transportation modes, corridor preservation.

5) **Political issues:**

   Funding, jurisdictional, market/nonmarket, partnerships.

6) **Social/values issue:**

   Lifestyles, recreational patterns.

7) **Environmental issues:**

   Administration, jurisdictional.

Dr. Beaton said he would prepare a summary of the Transportation Vision document.

Mr. Ford said there were about 50 issues discussed, and he suggested that five major issues be pursued through policy committees. He said the committee would be comprised of a Commission member, key stakeholders, and the staff to advise the Commission on each major policy issue. It was agreed that within six months the draft policy would be prepared for additional public input.

Mr. Ford said the staff had selected the following issues, after talking with stakeholders, constituencies, local governments, et cetera:

Policies/Strategies/Major Issues

1) Urban Mobility

   a) Jurisdictional
   b) Implement RTP

2) Rural Access

   a) Intercity
   b) Elderly/disabled

3) Freight, air, water, rail, highway trade-offs

4) Finance

5) Safety

Vice Chairman Whitty agreed to chair the committee on rural access; Commissioner Breezley agreed to chair the committee on freight; and Commissioner Ford agreed to chair the committee on safety.

Mr. Ford handed the Commission the planning process for the Draft Oregon Transportation Plan. (Copy in Commission's files, Salem.) Mr. Ford explained that the Transportation Overview is already complete. The Draft Vision document will be completed early in 1991 for use in subsequent planning activities. The analysis of target policies will begin in January of 1991 and will be completed early in 1992. The resulting Strategic Policies will be included in the Draft Policy document which will be circulated for public review and comment during the spring and summer of 1992. The Final Policy Document will be adopted late in 1992.

Mr. Ford said the needs assessments will begin with the development of a detailed methodology to be completed by July 1991. The needs analysis of individual modes will be completed by July 1992, so that any needed trade-off analysis can be completed as the Policy Document is being finalized and so that financing proposals can be prepared for the 1993 Legislature.

Mr. Ford explained the public participation process will incorporate the use of citizen/policy advisory committees and comments from public hearings. He said each major policy issue and each element of the Needs Analysis will be overseen by a policy committee consisting of public and private representatives as appropriate to the particular topic. These committees will be expected to obtain additional public input. He said the major center of public comment will be the Policy Document, which will present the State's proposed policies on transportation along with specific implementation actions. A public

participation process will be organized around this document to achieve maximum public comment and acceptance.

Mr. Ford then presented the budget to achieve all the elements described in the Transportation Plan. (Copy of budget in Commission files, Salem.) The total cost of the budget is $1,150,200. He said the budget is divided into two phases and two bienniums. He said the first phase is the policy analysis phase. It begins with the Overview Document, which has already been prepared, and ends with a final publication of the Policy Document. He said the increases in the budget for the 1989-91 biennium reflect: 1) publication of the Vision Document; 2) funding of several policy committees; and 3) research necessary to produce a Draft Policy Document.

Mr. Ford said during the 1991-93 biennium, increased funding would be used to finance major policy studies, hold public hearings, and publish a policy document.

Mr. Ford commented the second phase of the Plan is a Needs Analysis. During the 1989-91 biennium, the budget increase is used to design a process to determine needs, resources and trade-offs, and integration of the various components of the analysis. Included in this design would be a definition of the systems to be analyzed. During 1991-93, specific needs/resource/trade-off analysis would be conducted.

Mr. Ford said the policy phases of the plan are intended to be funded from assessments of the ODOT Divisions. The mode specific elements of the Needs Analysis could be funded by General Funds or funding specific from each particular mode. The Highway Division budget is funding the Roads Finance Study, which is a needs analysis for the highway mode. If this approach were followed, he said, then $650,000 of the modal needs analysis in the 1991-93 biennium would have to come from funding other than highways or ODOT assessments and presumably from State General Funds. Chairman Hollern felt that General Funds should be used to fund the multimodal needs. The Commission agreed to the budget proposal as presented and to ask for $650,000 of General Funds from the Legislature in the 1991-93 biennium.

At 10:45 a.m., Roland Casad, Ted Spence and Maur Horton joined the Transportation Commission and staff to discuss the proposed transportation funding plans.

Mr. Bothman briefly outlined the funding proposals as follows:

AVIATION:

1) Promotion of Oregon's airport system, construction on state-owned airports, maintenance projects and search and rescue improvements: $222,226 from $.01 Avgas fuel tax increase plus revised fees for registration of aircraft and pilots.

2) Improvement grants to nonstate-operated airports, commercial air service enhancements, general aviation enhancements, airport revolving loan fund and establishment of Assistant Administrator: $1.1 million from $.005 jet fuel tax increase.

LIGHT RAIL TRANSIT:

1) Total cost estimates still fluctuate between $600 million to $944 million because several remaining issues exist related to alternative alignments, the building of tunnels and additional stations, and the length of the line.

2) Funding divided between 75% Federal and 25% State/local sources; Federal commitment for 75% match rate expires in September 1991.

3) Governor has indicated he will seek $62.5 million for State participation in State/local match.

4) State Funds to come from State Revenue Bonds, with debt service provided from a $10 million per year set-aside of the current cigarette tax.

5) Local funds of $125 million to come from Tri-Met bonding proposal on the November 6th ballot.

HIGHWAY:

1) Complete Access Oregon Highways by year 2000 through bonding; raise fuel tax $0.02 per gallon in 1992, 1993, 1994 and 1995 to cover debt service.

2) Commit $10-15 million per year of State funds to Urban Arterial Program.

(Continued on next page)

3) Construct one project per year on the coast.

4) Maintain commitments in Six-Year Highway Improvement Program and to Preservation Program.

TRANSPORTATION PLANNING:

1) Potential cost of $1 million. (Mr. Bothman said this proposal would not be pursued at this time.)

(See written documentation covering the funding proposals in Commission's files, Salem.)

The proposal for increased air service to airports was discussed. (See map in Commission's files, Salem.)

Mr. Meyerhoff said the funding package addresses the growth, improvement and safety needs of Oregon's aviation system as identified through the Aeronautics Division's evolving strategic plan.

Mr. Meyerhoff discussed the Governor's approved decision packages, Oregon Aviation Advisory Committee's recommendations, and the Governor's approved legislative proposals. Commissioner Breezley inquired why the State did not ask for more than $.01 per gallon Avgas fuel tax increase and $.005 per gallon jet fuel tax increase. He felt these increases were too low. The Commission instructed Mr. Meyerhoff to present to the Aviation Advisory Committee the recommendation to increase the pilot registration to $20, advance the jet fuel tax to $.015, and increase the Avgas fuel tax to $.10.

Mr. Moore said the transit proposal is a two-part package. The light rail transit issue is a bonding measure that would reallocate $10 million per year of the current cigarette tax. He commented the bond measure leaves the dollar amount of State participation blank. He said he is working to determine what the amount should be. He mentioned there is also a capital improvements package at a cost of $1.5 million to fund buses for other jurisdictions.

Mr. Casad reviewed with the Commission tabulations entitled:

1) Highway Plan 2: Recommended Level Compared to Estimated Revenues.
2) Highway Plan 1: Access Oregon Highways Speed Up Option Compared to Estimated Revenues.
3) Highway Plan 1: Access Oregon Highways Speed Up Option with Bonds.

(Copy of tabulations in Commission's files, Salem.)

There was considerable discussion concerning the Highway Plan 2 Recommended as modified in Mr. Hollern's letter dated October 24, 1990. Also discussed were bonding, completing the Access Oregon Highways Program by year 2000, and increasing the Urban Arterial Program to 90 percent completion.

Ted Spence recommended pursuing the Urban Arterial Program as follows:

1) The State should restrict its contribution to State roads in the urbanized areas of Portland, Salem, Eugene and Medford.

2) The Regions should take advantage of the local option registration fee to provide for their portion of an Urban Arterial Program.

3) A number of State objectives should be accomplished through the Urban Arterial Program. (See Mr. Spence's memo in Commission's files for the objectives.)

4) In terms of funding, recommended basing the funding on one penny of State highway gas tax revenues and equivalent weight/distance taxes for the program as follows:

   A) Assume that $14 to $15 million dollars is available to the State from 60 percent share of a one-cent gasoline tax increase.

   B) Based upon the current formula for distributing Federal-Aid Urban Funds in the urbanized areas, the following would be available:

      1) $10.6 million for the Portland region per year.
      2) $2.15 million for Eugene per year.
      3) $1.6 million available to Salem per year.
      4) $.6 million per year to Medford.

   (See handout in Commission's files, Salem.)

Mr. Spence also presented a Metropolitan Area Corridor Strategy. (Copy in Commission's files, Salem.) Chairman Hollern agreed with the strategy.

Commissioner Breezley requested that the recommended funding package be included on one page and sent to the Commission.

The Commission approved the following: Target level 2 of the Highway Plan, accelerating the Access Oregon Highways Program from twenty to ten years, increasing the Urban Arterial Program to 90 percent completion, and increasing the fuel tax to $.02 per gallon a year in 1992, 1993, 1994 and 1995, with a request for maximum bonding authority from the Legislature for the next four years. Mr. Forbes said he would bring this information back in written form.

The Commission agreed to their Fifth Annual Silver Falls Retreat and tentatively set the dates of October 29 and 30, 1991.

The workshop adjourned at 12:20 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Commission Services

Roger L. Breezley, Commissioner

At 7 p.m., November 12, 1990, the Oregon Transportation Commission held a dinner meeting at the Colonial House Restaurant, 5005 Commercial Street S.E., Salem, with the Land Conservation and Development Commission. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Donald E. Forbes, State Highway Engineer
Mark Ford, Manager of Strategic Planning
Fran Neavoll, Commission Services

The following were present from the Land Conservation and Development Commission and Department:

William R. Blosser, Chair
Virginia M. Burdick, Vice-Chair
Hector Macpherson, Member
Lynne H. Saxton, Member
Susan Brody, Director of Land Conservation and Development Department
Bob Cortwright, Land Conservation and Development Department

Following dinner, Chairman Hollern commented this is the first time there has been a joint meeting between the Transportation Commission and the Land Conservation and Development Commission. He said the State agency coordination agreement effort, that has been developed and forwarded to the Land Conservation and Development Commission, is a serious effort to place ODOT in an active role in regard to Oregon's statewide planning goals.

Chairman Hollern said the Commission is eager to proceed with the new coordination agreement due to the following reasons:

a) The 1982 coordination program had not been carried out and the time spent on land use planning coordination has declined. Region planner positions have been eliminated and combined with other positions. As a result, the Department has not participated effectively in the review of the local comprehensive plans.

b) The land use planning requirements that affect ODOT's programs have increased since 1982.

c) Implementing the Transportation Commission's goal to better coordinate land use and transportation planning requires that a number of activities be accomplished.

d) The Department needs to monitor and participate in local land use decisions that may affect the operation of State transportation facilities; and

e) The Department should provide technical assistance to local governments who are trying to improve land use and transportation coordination.

Chairman Hollern said the State agency coordination agreement and the transportation rule will help the Department in the following areas:

a) The Department will effectively have the Access Oregon Highways System recognized in the local comprehensive plans, protected through good land use principles, and developed allowing Oregonians and visitors to travel safely;

b) The Department will be better able to protect the State-owned airports;

c) The Department may find that the delivery of public transit services will be helped by the new transportation rule.

Chairman Hollern said the State agency coordination effort will be accomplished by the following directives:

1) There has been an ODOT Land Use Board established composed of the Director and the Administrators of the Highway, Aeronautics, and Public Transit Divisions.

2) The Region Engineers will be staffed with full-time planners.

3) The Salem office will direct the central efforts and provide technical and training capabilities to the Regions.

Chairman Hollern commented that in May the Commission directed the Department to develop a process for producing a plan that addressed Oregon's multimodal planning issues. He outlined the process selected which will require the cooperation of State, local government, private industry, and the general public. The process is built around four goals:

1) Bring a transportation policy document, needs assessment, and funding request to the 1993 Legislature which reflects a long-range, comprehensive, multimodal perspective.

(Continued on next page.)

2) Establish an ongoing transportation planning process within ODOT which meets the requirements of ORS 184.618.

3) Establish, maintain, and improve coordination and cooperation between the various transportation modes, State and Federal agencies, local governments, and private industry.

4) Provide better integration of existing Division implementation plans.

Chairman Hollern identified five principles that will be followed to make the process effective in meeting these goals:

1) The Plan is long range, focusing on the next twenty to thirty years.

2) The Plan is comprehensive, covering all regions of the State, all transportation systems, and all jurisdictions, including both State and local facilities and services.

3) The planning process is based on maximum public participation.

4) The planning process is ongoing and elements of the Plan will be updated and extended as appropriate.

5) The planning process is guided by the Transportation Commission which serves as a Policy Committee.

Chairman Hollern mentioned the collection of the transportation policies will be the centerpiece of the Oregon Transportation Plan. The Plan will include both broad policies and specific implementation actions.

Chairman Hollern said the process has begun by organizing Policy Committees consisting of Transportation Commissioners and key public and private officials to look at four critical areas: urban mobility, rural access, freight issues, and transportation safety. He said other issues may include finance, environmental and land use issues which will be folded into the process.

Chairman Hollern commented it is the Commission's intention to bring the Transportation Plan to the 1993 Legislature, but to finish the Plan as quickly as possible. He commented the Department is working on a Vision Document. The major policy issues and the methodology for the Needs Analysis will begin immediately. By July of next year, a Policy Document will be put together and work will start on a Needs Analysis.

On behalf of the Commission, Chairman Hollern thanked the Land Conservation and Development Commission and staff for their help and encouragement.

Chair Blosser said the major component of a land use program is the transportation issue. He commented he was pleased that the Commission was supportive of a state agency coordination agreement and transportation rule. He said the purpose of the transportation rule was to help local governments and to protect the public and local investments. He felt it was important to realize there are unique parts of the State that need different considerations, such as the smaller cities in Eastern Oregon. He also briefly commented on the formation of the State Agency Council for Growth Issues, comprised of seven key Directors involved with the growth in the Portland area. He mentioned the possibility of transportation planning for a 50-year time span, rather than 10 to 20 years.

In response to Vice Chair Burdick's questions, Chairman Hollern said the Commission strongly supports public transit.

Ms. Brody expressed the need for ODOT staff participation at the local level.

Mr. Forbes indicated that the Division intends on strengthening the planning efforts in the Region Offices.

There being no further business to consider, the dinner meeting adjourned at 8:55 p.m.

The Oregon Transportation Commission's regular monthly meeting began at 8:30 a.m., November 13, 1990, in Room 343, Capitol Building, Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
David Bolender, Member
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Donald E. Forbes, State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Fran Neavoll, Commission Services

There were other staff persons present.

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the October 16-17, 1990, meetings.

(Continued on next page.)

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2827 in Commission's files, Salem.)

3) Survey maps and adopted resolutions covering the following locations:

   a) Crater Lake Boundary-Fort Klamath Section, Crater Lake Highway, Klamath County. (Highway Corridor & Design Resolution No. 494 in Commission's files, Salem.)

   b) Bear Creek-Keith Road Section, Woodburn-Estacada Highway, Clackamas County. (Highway Corridor & Design Resolution No. 495 in Commission's files, Salem.)

   c) N.W. Hooker Rd.-N.E. Alameda Ave. Section, Oakland-Shady Highway, Douglas County. (Highway Corridor & Design Resolution No. 496 in Commission's files, Salem.)

4) Amended OAR 734-30-010(6) by adopting a permanent rule to allow the placement of vending machines in safety rest areas by the Oregon Commission for the Blind, pursuant to an agreement. (Administrative Rule No. 258d in Commission's files, Salem.) A temporary rule had been adopted on April 17, 1990, and notice of the permanent adoption had been published in the Secretary of State's Administrative Rule Bulletin on May 15, 1990. No requests for a hearing or comments were received. The rule will be filed with the Secretary of State and effective the day of filing. The rule will also be published in their Administrative Rule Bulletin.

5) Confirmed the following paragraph 5 in Delegation Order No. 32 pertaining to the Aeronautics Administrator's acceptance of two grant offers:

> Accept, receive, receipt for, disburse and expend Federal moneys and other moneys, public or private, made available to accomplish, in whole or in part, any of the purposes of ORS Chapters 835, 836, and 837.

The first grant offer was for the Aurora State Airport in the amount of $300,000 for land acquisition, obstruction removal and fencing. The second grant offer was for the Portland-Vancouver Metropolitan Area in the amount of $99,209 for an aviation system plan.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Assistant Director for Administration	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Planning Engineer	Exhibit H
Bridge Engineer	Exhibit I
Region 1 Engineer	Exhibit J
Region 2 Engineer	Exhibit K
Region 3 Engineer	Exhibit L
Region 5 Engineer	Exhibit M
Engineer of Materials and Research	Exhibit N
Roadway Section Manager	Exhibit O
Project Development Engineer	Exhibit P
Aeronautics Administrator	Exhibit Q
Highway Controller	Exhibit R

The Commission confirmed their next telephone meeting date of December 18, 1990, at 10 a.m. The Commission set the tentative dates for the following meetings as January 22 and 23, 1991, in Salem.

The Commission also approved the revisions to the 1991 proposed Commission meeting dates as follows:

Changed July 15-16 to July 22-23, 1991.
Changed October 14-15 to October 17-18, 1991.

In the absence of Mr. Bothman, Ms. Gregory said the Department had received an Employer of the Year award from the Vocational Rehabilitation Division in recognition of outstanding contributions to the employment of persons with disabilities in accordance with ORS 240.379-394. She mentioned this had been accomplished by the Department increasing the number of persons with disabilities employed in the organization and by making the workplace more accessible to persons with disabilities.

Ms. Gregory said the Department had also won first place at the 1990 State Government Idea Fair. She explained this event was a one-day exhibit of agency displays featuring a project, program or service that fits into the category of customer service improvements, productivity improvements, creative and efficient use of new technology, and marketing of Oregon's services, products or opportunities. She said the Department was recognized for their public/private partnerships in the customer service improvement category.

Ms. Gregory requested approval of the use of Immediate Opportunity Funds for improvements to the Odell Highway near Hood River. She explained the improvements will allow Hogg and Davis, manufacturers of construction equipment for the utility industry, to locate in the Odell Industrial Park. She said the firm expects to create 40 new jobs. The highway improvements will involve realignment of the Odell Highway estimated at $81,000 with the Immediate Opportunity Fund share being estimated at $43,000. She said the project has been recommended by the Economic Development Department. Commissioner Bolender moved for approval of the request, which was seconded by Commissioner Breezley. The motion was unanimously approved and the Commission authorized the Director or the State Highway Engineer to sign the necessary agreements.

Upon Mr. Forbes' recommendation, Commissioner Bolender moved for adding projects to the 1991-96 Highway Improvement Program. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign agreements covering the following projects:

ADD TO THE DEVELOPMENT SECTION

NEW PROJECT

West Marquam Interchange-Marquam Bridge (Portland); Pacific Highway, I-5; Milepoint 300.1-300.47; Multnomah County; construction cost $4,000,000; preliminary engineering cost $120,000. The project is to design a retrofit for the structure to meet current earthquake-loading standards.

PROJECT

South Side Bypass Interchange; Washburn Way, Klamath County. Construction cost to be determined during 1993-1998 Highway Improvement update.

The project is a high priority locally because of its proximity to the industrial park and airport. The addition of the interchange would facilitate the use of this intersection which currently has a total traffic volume of 10,000 vehicles per day. The intersection meets signal warrants; however, this would interfere with the free movement of traffic and the Region does not support this option.

Because of its importance to them, the County will fund 100 percent of the preliminary engineering and right-of-way costs except for the allowed free bridge design. In addition, the County will fund up to half of the construction costs.

NEW BIKEWAY PROJECTS FOR FUNDING IN FISCAL YEAR 1992

PROJECT	APPLICANT	EST. COST
Bikeway Master Plan	Astoria	$ 5,000
Bikeway Master Plan	Cottage Grove	5,000

(Continued on next page.)

NEW BIKEWAY PROJECTS FOR FUNDING IN FISCAL YEAR 1992 (CONTINUED)

PROJECT	APPLICANT	EST. COST
Bikeway Master Plan	Lincoln County	$ 13,000
Bikeway Master Plan	Redmond	5,000
Bikeway Master Plan	Yamhill County	7,500
Bridge Street Bikeway	Grants Pass	25,600
Various City Streets	Junction City	5,000
Wheatland Road Bikeway	Keizer	50,000
Terwilliger Boulevard Bikeway	Portland	50,000
Centennial Boulevard Bikeway	Springfield	50,000
97th Avenue Bikeway	Tigard	44,000
TOTAL		$260,100

ALTERNATES

PRIORITY	PROJECT	APPLICANT	EST. COST
1	Brooten Road Bikeway	Tillamook	$41,858
2	Glen Echo Bikeway	Gladstone	24,000
TOTAL			$65,858

Mr. Forbes requested authority to purchase property at the interchange of US26 and Highway 212. He said the interchange configuration is currently a major safety problem. There is a two-way ramp from Highway 212 Eastbound onto US26 and the property is a privately-owned commercial parcel which lies between the onramp and US26. He mentioned that commercial development of the property would cause an even greater safety concern. He explained this piece of land will be needed for completion of the Sunrise Corridor Project when it is built. The owner is offering the State an opportunity to purchase the property before it is placed on the open market. The Right of Way Section has evaluated the situation and reports that the purchase of the property would be in the State's interest. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized negotiations to purchase the parcel at a cost not to exceed $300,000 and granted the State Highway Engineer the authority to sign the necessary agreements.

Mr. Forbes requested authority to enter into a flexible service contract for bridge design-related activities in the amount of $250,000 with authorization to extend for a second year. He explained this is the second contract for the Bridge Section which would take effect in early 1991 to allow continuous coverage and added design capability. He said this concept of flexible services is effective and efficient in meeting the design workload of the Six-Year Highway Improvement Program in a timely manner. Commissioner Ford moved for approval of the request and the motion carried unanimously by the Commission authorizing the State Highway Engineer to proceed with the selection of a consultant and granted him authority to sign the necessary contracts.

Mr. Forbes requested authority to amend the guidelines and working procedures agreement with the Association of Oregon counties to cover an exchange of Federal-Aid Secondary-County Funds for State Funds to help finance several county road projects and the Technology Transfer Center. Commissioner Breezley moved for approval of the request. The motion carried unanimously by the Commission authorizing the State Highway Engineer to exchange the funds to finance the following projects and authorized him to sign the necessary agreements:

	Program	Dollars and Time Line
1)	County Roads Technical Assistance Program and the Technology Transfer (T2) Center	$300,000 January 1, 1991-January 1,1992

The exchange funds will be used to finance two positions within the County Roads Technical Assistance Program and to match Federal Funds to finance the T2 Center.

2)	Integrated County Road Information System	$900,000 October 1990-September 1991

The exchange funds will finance a pilot program in twelve counties. Computers and software will be purchased, installed, and made operational as a model for the other 24 counties.

Mr. Forbes handed the Commission a draft copy of the 1990 Highway Division Annual Report. (Copy of Report in Commission's files, Salem.)

Mr. Moore reported that the voters in Washington, Multnomah, and Clackamas Counties had approved Ballot Measure 26-1 providing $125 million in bonds for the Portland Westside Light Rail Project to Hillsboro and preliminary development of an East Portland rail line to Clackamas County. He said the re-election of Senator Mark Hatfield and Congressman Les AuCoin will assure continued support for Federal Funding of the project. He mentioned that the Federal commitment for the 75% match rate expires in September 1991. He said the next step is to secure the approval of Governor-elect Roberts for a $20 million State commitment in the 1991-93 budget. The level of State participation could range from $60 to $110 million.

Lee LaFontaine, of the Public Transit Division reported to the Commission the preliminary results of the Fleet Management Program survey. He explained that the Program has three components:

1) A survey of all transit vehicles in Oregon.
2) Development of a statewide transit vehicle inventory
3) Development of a Six-Year Capital Improvement Program.

Mr. LaFontaine said this will help the Department better coordinate the grant letting and program management activities with the capital improvement needs of the transit providers. He mentioned the survey collected information on the size, age, and condition of the 1,290 public transit vehicles operated by the transit districts, social service agencies, cities and counties. The survey indicated the average age of

the urban transit vehicles is 8.6 years and of the rural transit vehicles is 6.8 years. He outlined the condition of the fleets for the Commission. He explained that the Fleet Management Program will provide input into the Six-Year Transportation Improvement Program.

Mr. Moomaw presented a resolution for the Commission's consideration establishing a Motor Vehicles Division Advisory Committee to assist him in carrying out the Division's mission. (Copy of resolution in Commission's files, Salem.) Vice Chairman Whitty felt that the terms of the members of the Committee should be three years rather than four. Commissioner Breezley asked that the reappointment include the words "for not more than one additional term." Commissioner Bolender said he would like the word "customers" added to the list of categories for the Committee members. The Commission delayed action on this resolution until input was received from Governor-elect Barbara Roberts and the Transportation Alliance of Oregon. Chairman Hollern suggested bringing this resolution back in January or February 1991.

Mr. Meyerhoff requested approval of a financial aid to municipalities program matching grant to the Port of Portland in an amount not to exceed $2,500 to assist in funding a general aviation promotion in Portland movie theatres during the months of November and December 1990. He said the total cost of the promotion is estimated not to exceed $5,000. In order to reach a broad scope of potential customers, he explained that the Port would like to run an ad for 60 days promoting a "Give the Gift of Flight" in ten movie theatres in the Portland area. The ad would propose purchasing flying lessons and scenic flights from Portland area fixed base operators. Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission.

Ms. Gregory introduced the Department's Budget Analyst Nan Evans from the Executive Department.

Chairman Hollern called for a recess at 9:15 a.m. and reconvened the meeting at 9:30 a.m.

Ms. Gregory said that Governor-elect Barbara Roberts had met with the Agency Directors indicating retention of Fred Miller as Director of the Executive Department; she would not ask for mass resignations of State Agency Directors and Administrators; and she would continue most of the current Boards and Commissions, while reviewing the major ones. She mentioned that Governor-elect Roberts praised the State Government workforce for its talent, encouraged effective internal communications, and indicated she would support a sales tax dedicated to education. She also mentioned one of her issues was customer service.

Ms. Gregory handed the Commission a document entitled 1991-93 Executive Summary Agency Request Budget. (Copy in Commission's files, Salem.) She reported that the September revenue forecast is down from the March forecast (which is the amount the budget is based on) as follows: Highway Division revenue is down $40 million and Aeronautics Division revenue is down $190,000.

Ms. Gregory outlined the changes the Executive Department has recommended in the Department's budget and she said a meeting is scheduled with Fred Miller to further discuss the proposals:

Central Services Division

Recommended adding Personnel Officers in the Region Highway Division offices.
Recommended parts of other packages:
New photocopier equipment was recommended without supplies and services.
Graphics package was recommended with a position but no funding.
Information system package: Purchase of hardware for all the Divisions was cut in half. The software package was recommended without a position.
Employee development: Training, wellness, career development packages were proposed and the recommendation was for the career development package only.
Day Care was recommended at $81,000
Position transfers were recommended.

Board of Maritime Pilots

Recommendation was to increase the Administrator's time from one-half to eight-tenths.
Relocation expenses were approved.

Motor Vehicles Division

The two packages that maintained customer service were recommended. All other packages were not recommended. The Executive Department did not approve any packages connected with fee increases in the legislation.

Transit Division

None of the packages were recommended except the increase in the Central Services' assessment.

Aeronautics Division

The Assistant Administrator position was recommended. All other packages were either fee based or recommended for review by the Governor.

Highway Division

All the packages were recommended.

Ms. Gregory said the Motor Vehicles' budget will have to be revised to include capital construction costs for their new building. A proposal will be made to the Commission next month for the exact site. Ms. Gregory mentioned that a written Attorney General's opinion says the State cannot pay property taxes; however, a report will be made to the Legislature to give them an update on the study process.

Ms. Gregory said a decision has not been made on the ODOT Headquarters Building.

Chairman Hollern indicated that the Commission has a strong interest in the two proposals for the DMV and Headquarters Buildings. He asked that they be kept up-to-date on the status so the Commission concurs with their actions.

Ms. Gregory asked for Commission's guidance on the following General Fund issues, such as transit and rural areas, capital acquisition in rural areas, and a portion of the Transportation Plan:

$496,000 for Amtrak to extend service from Portland to Eugene: With the passage of Ballot Measure 5 and with the concurrence of Mr. Moore to restudy it again in the next budget process, the Commission decided to discontinue support for the project during this biennium.

$1.5 million for capital assistance - matching funds for assistance to transit providers outside the metropolitan area: This would enhance the Small City and Rural Transit Assistance Program (due to declining Federal Funds and increased inflation) and match Federal Funds to buy equipment and facilities. Mr. Moore said he would recommend continuing the use of General Funds with Stripper Well Funds as an alternate to the funding. The Commission concurred with his recommendation.

$125,000 in General Funds to continue the staffing of the State Agency Council for Growth Issues. The Commission agreed to support the funding.

$300,000 in General Funds for the Transportation Plan. Chairman Hollern commented that given the passage of Ballot Measure 5 he would suggest using dedicated highway funds for the total planning effort, if the Director or his designate felt the use of dedicated funds appropriate for this project. The Commission concurred with the Chairman's suggestion.

Ms. Gregory briefed the Commission on the status of the legislative concepts as follows:

The amount in the proposed legislation covering bonding has been changed from $155 million to $842 million.

The legislation regarding short-term borrowing may need revising.

The Astoria Bridge tolls legislation will not be presented until there is a broader analysis statewide of the impact on toll roads.

Chairman Hollern outlined the transportation funding package that will be proposed for further study by the Transportation Alliance, Roads Finance Policy Committee, Governor-elect, and others before presenting to the Legislature. He said he felt the funding package should be broad

and comprehensive, cover rural as well as urban issues, transit, highways, and rail, and visionary to address the problems and opportunities in Oregon. The components of the package are:

1) Accelerate Access Oregon Highways Program to complete by the year 2000.

2) Expand urban arterial program to meet 90% of the needs by the year 2010 at an estimated cost of $22 million per year.

3) Complete one project per year on the Oregon Coast Highway at an estimated cost of $10 million a year. Continue to seek Federal Funding.

4) Maintain all the commitments in the present Six-Year Highway Improvement Program.

5) Assist in gaining legislative support for the State's share of funding the Westside Light Rail.

6) Support the $1.5 million per year for the Small City and Rural Transit Assistance Program.

7) Deliver to the 1993 Legislature a multimodal transportation plan.

8) Develop a comprehensive safety program.

In order to accomplish this Program, Chairman Hollern said, this would require: 1) revenue increases of two cents per gallon a year and equivalent weight-mile tax for four years (Beginning January 1992, 1993, 1994, and 1995) and 2) increasing the bonding authority.

Chairman Hollern felt that this funding package would improve all modes of transportation in every region of the State. The Commission concurred with Chairman Hollern's funding proposal.

Chairman Hollern recessed the meeting at 9:55 a.m., and reconvened the meeting at 10 a.m.

Mr. Forbes briefed the Commission on the performance measures the Highway Division is monitoring. He said the Division has improved the time-loss record; it was a record construction season; the pavement conditions have improved; and the Access Oregon Highways Program has improved by six percent.

Mr. Forbes updated the Commission on the status of the Gainshare Program by use of visual graphs outlining the performance measures on the areas covering labor efficiency, quality, materials, and safety. He displayed the absenteeism trends for the Phase 1 Pilot Groups. He also mentioned that the Division is conducting a customer satisfaction survey. A survey in Tillamook County indicated that 95 percent of the public are satisfied. He also reviewed some of the comments received as a result of the survey. (See written copy of visuals in Commission's files, Salem.)

Bob Royer, Planning Engineer, discussed the 1990 Highway Plan. He briefed the Commission on the public review meetings, comments and criticisms received, and the public review notable quotes. He said the purpose of the Plan is a tool for the Department (to set targets, standards, and program allocation), a guide for local governments, and revenue perspective (funding options). He mentioned that the contents of the plan will be a description of needs (modernization, preservation and maintenance), alternative impacts and accomplishments, targets and standards, policies on Access Oregon Highways and access management, and funding options. He outlined the staff recommendations as follows:

Clarify the plan purpose and policies and directions.

Increase detail of maps, tables, lists, and program allocations.

Reorganize to present in original "case-building" style.

Review: Another mailing of the clarified Plan and hold public meeting.

Bonding Program: Compress Access Oregon Highways Program into 10 years.

Urban Arterials Program.

Mr. Royer said more emphasis needs to be placed on rural and urban strategies and there is the need to clarify the policies. He mentioned the program enhancements to the Plan will be the urban arterial program and completion by year 2000 of the Access Oregon Highways Program.

Mr. Royer outlined the revised schedule as:

November-December	Consensus Building
January	Public Meeting
February	Commission Consider Adoption

Mr. Royer asked for Commission direction to proceed with the Plan for approval by February or a Draft Plan by February. (See written document entitled "1990 Highway Public Review and Recommended Changes" in Commission's files, Salem.)

There was considerable discussion concerning the Draft Plan and the policy issues. Mr. Forbes suggested that the policies be removed from the Plan.

Commissioner Breezley suggested it might be clearer to use the word "assumptions" in the Plan.

Commissioner Breezley suggested a definition of terms, such as policy, goals, strategies, etc.

The Commission instructed the staff that the Interim Highway Plan would become an internal guide for the Highway Division, that the policies on access management, etc., would proceed separately and include public input, and that the Final Highway Plan document would be folded into the Oregon Transportation Plan.

John Elliott reviewed the accomplishments of the Silver Falls Retreat held on November 1 and 2 with the Commission. He said the Management Team has made the following suggestions:

1) That the missions, values, and goals included in the Goals and Strategies remain in effect for the coming year;

2) Minor revisions of specific goals for the coming year; and

3) That the goal setting and monitoring process needs to be clarified.

Mr. Elliott commented the revisions to the goals would better integrate transportation decisions between the various modes and would clarify accountability for implementing the goals.

Mr. Elliott said the Management Team would like the goals and strategies to become a fiscal year document; to take effect July 1, 1991, rather than January 1, 1991; and to review the document with the Commission in January and finalize by March 30, 1991.

Mark Ford discussed with the Commission the 1992 ODOT Goals covering the period July 1, 1991, through June 30, 1992, that were changed since the Silver Falls Retreat: (Underline indicates addition of word or words.)

Transportation Leadership Goals

1) Develop a vision, policies, and plans for transportation in Oregon over the next 20 years;

   Chairman Hollern suggested expanding the sentence to mention "including a subelement, which would be the Highway Plan."

2) Establish and <u>enhance</u> partnerships with key transportation stakeholders;

3) Develop long-range, comprehensive transportation financing packages which have support from the State's key transportation providers and users.

   The Commission asked that the sentence be changed to read: Develop long-range comprehensive transportation financing packages <u>to fulfill ODOT's mission and to seek support</u> from the State's key transportation providers, users, and <u>citizens</u>.

(Continued on next page.)

Transportation System Preservation and Development Goals

1) Build an integrated, cost-effective transportation system in Oregon;

2) Integrate planning and operations decisions between modes;

3) Provide priority corridors to carry high volumes of commercial traffic, connect economic regions of the State, and serve tourists destinations;

4) Minimize transportation congestion in the metropolitan areas;

5) Improve rural mobility and access, with balanced emphasis on highways, intercity bus, rail, and commuter air services;

6) Protect the State's investment through preservation and maintenance of its transportation facilities and networks.

Transportation System Safety Goals

1) Implement a comprehensive transportation safety program;

2) Bring Oregon's traffic safety ranking to at least the upper one-third of all states;

3) Be prepared to respond to critical situations.

Organizational Effectiveness Goals

1) Organize the Department to foster effective management; decentralization where most appropriate; empowerment of staff; and a team management approach to problem solving;

2) Employ long-range strategic management and planning techniques in the Department;

3) Carry out the Department's financial functions and responsibilities in a sound, efficient, responsive, and timely manner;

4) Implement a human resources development system;

5) Implement annual work programs within each Division, optimizing use of available resources, and identifying results to be achieved.

Communication and External Relations Goal

1) Improve communication with transportation stakeholders and the general public;

2) Improve communications with ODOT employees.

Chairman Hollern said if the Commission had any thoughts or suggestions on these goals to send them to Mr. Bothman or Mr. Ford.

There being no further business to consider, Chairman Hollern adjourned the meeting at 11:25 a.m.

At 12 p.m. the Transportation Commission, except Commissioner Breezley, and staff had lunch in the Director's office, 135 Transportation Building, Salem. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.)

Following lunch, the Management Team asked for the Commission's direction on questions concerning the payment of employee's lunches or gifts from vendors, consultants, etc. It was explained that the Ethics Commission has issued a ruling that gifts (including lunches) are acceptable if under $100 per calendar year from a single source.

Also discussed was the State's reimbursement for meals during meetings. It was pointed out that the Executive Department was working with the Secretary of State Audits Division to establish a process for approval.

It was the general consensus of the Commission for the Department to follow the State requirements and not develop specific rules that would single out the Department.

The luncheon adjourned at 12:30 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Commission Services

Roger L. Breezley, Commissioner

EXHIBIT A

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report this action for your official records:

1) Agreement with the Department of Forestry for an all-terrain vehicle project to assist with the rehabilitation and maintenance costs of the Brown's Camp Park in Tillamook County. The All-Terrain Vehicle Account Allocation Committee has recommended the $22,000 expenditure for this project.

2) Agreement with the Scappoose Drainage District for disposal of surface water drainage from the highway during construction of the Scappoose S.C.L.-Multnomah County Line Section of the Lower Columbia River Highway, Columbia County, at a cost of $17,500.

Dated this 3 day of October, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

September 26, 1990

for STATE HIGHWAY ENGINEER

10-1-90

EXHIBIT A

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report this action for your official records:

1) On September 11, 1990, approved entering into a personal service contract of up to $25,000 for technical assistance in developing information and procedures to improve the coordination of transportation projects with Oregon's land use process. (Authorized the Director to sign contract.)

2) On September 13, 1990, approved entering into a personal service contract to provide the cost benefit analysis for ODOT/DMV facilities alternatives identified by a previous consultant contract at a cost not to exceed $29,850. (Authorized the Director to sign necessary contract.)

Dated this 3 day of October, 1990

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

September 19, 1990

EXHIBIT A

MINUTES OF 11/13/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: Forge Road-Lobert (North Unit) Section (Contract No. 10,972)

Type of Work: Grading, Paving, Structures & Signing F. A. No.: State

County: Klamath Highway: The Dalles/California (U.S. 97)

No. of Bidders: 3 Low Bidder: J. C. Compton Contractor, Inc, McMinnville, OR 97128

Low Bid: $5,955,278.75

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Roy L. Houck Construction Co., and Fabricators, Inc., A JV, Salem, OR 97305 $ 6,316,786.60
3rd Bidder: Kiewit Pacific Co., Vancouver, WA 98668 $ 6,809,892.00

No. 2 Project: Region 2 Bridge Fencing Projects (Contract No. 10,973)

Type of Work: Protective Fencing F. A. No.: State

County: Linn Highway: Pacific (I-5)

No. of Bidders: 4 Low Bidder: 2G Construction, Eugene, OR 97440

Low Bid: $ 75,771.79

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: White and White, Inc., Lake Oswego, OR 97035 $ 78,450.00
3rd Bidder: Coral Construction Company, Wilsonville, OR 97070 $ 94,220.00

No. 3 Project: S.C.L. Portland-N.C.L. West Linn Section (Contract No. 10,974)

Type of Work: Guard Rail and Slope Protection Mat F. A. No.: State

County: Clackamas and Multnomah Highway: Oswego (OR 43)

No. of Bidders: 2 Low Bidder: White and White, Inc., Lake Oswego, OR 97035

Low Bid: $ 280,415.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Coral Construction Company, Wilsonville, OR 97070 $ 304,981.00
3rd Bidder: None

No. 4 Project: Lower Rock Creek Bridge Section (Contract No. 10,975)

Type of Work: Grading, Surfacing and Structure F. A. No.: BROS-1100(3)

County: Gilliam Highway: Lower Rock Creek Road (County Road)

No. of Bidders: 4 Low Bidder: A & R Construction, Inc. dba Laco Construction, Lewiston, ID 83501

Low Bid: $ 156,445.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of Gilliam County and receipt of deposit by the County.

2nd Bidder: Weaver Construction Co., La Grande, OR 97850 $ 176,803.00
3rd Bidder: JAL Construction, Inc., Bend, OR 97708 $ 186,614.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-2-90

EXHIBIT A

MINUTES OF 11/13/90

No. 5 Project: Service Creek Rock Production Project (Contract No. 10,976)

Type of Work: Rock Production F. A. No.: State

County: Wheeler Highway: Service Creek-Mitchell (OR 207)

No. of Bidders: 6 Low Bidder: EUCON Corporation dba EUCON Corporation of Idaho, Camas, WA 98607

Low Bid: $ 162,500.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: R. J. Taggart Construction Co., Inc., Salem, OR 97303 $ 179,510.00
3rd Bidder: Harney Rock and Paving Company, Hines, OR 97738 $ 191,900.00

No. 6 Project: Vienta Park and Mitchell Point Rockfall Project (Contract No. 10,977)

Type of Work: Grading, Paving and Walls F. A. No.: IR-84-2(30)55

County: Hood River Highway: Columbia River (I-84)

No. of Bidders: 5 Low Bidder: White and White, Inc., Lake Oswego, OR 97035

Low Bid: $ 242,585.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Mocon Corporation, Salem, OR 97302 $ 275,575.00
3rd Bidder: Wildish Standard Paving Co., Eugene, OR 97401 $ 352,210.00

No. 7 Project: The Dalles/California Highway-Industrial Park Drive (Klamath Falls) Section (Contract No. 10,978)

Type of Work: Grading, Paving and Signing F. A. No.: M-2317(3) and F-4-1(33)

County: Klamath Highway: West Campus Way

No. of Bidders: 2 Low Bidder: Roy L. Houck Construction, Salem, OR 97305

Low Bid: $ 691,673.40

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Klamath Falls and receipt of deposit by the City.

2nd Bidder: Klamath Pacific Corporation, Klamath Falls, OR 97603 $ 815,641.00
3rd Bidder: None

No. 8 Project: Stump Lake-Windigo Section (Contract No. 10,979)

Type of Work: Grading, Paving and Signing F. A. No.: F-67(2)

County: Douglas Highway: North Umpqua (OR-138)

No. of Bidders: 4 Low Bidder: Roseburg Paving Co., Roseburg, OR 97470

Low Bid: $ 1,691,540.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Roy L. Houck Construction, Salem, OR 97305 $ 1,791,745.28
3rd Bidder: J C Compton Contractor, Inc., McMinnville, OR 97128 $ 1,904,231.75

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-2-90

EXHIBIT A

MINUTES OF 11/13/90

No. 9 Project: N. Jefferson Interchange-N. Albany Interchange (S.B.) Section (Contract No. 10,980)

Type of Work: Grading, Paving, Structures, Signing and Landscaping F. A. No.: ACIR-S-4(116)234

County: Linn and Marion Highway: Pacific (I-5)

No. of Bidders: 4 Low Bidder: Hamilton Construction Co. (Oregon), Springfield, OR 97477

Low Bid: $ 3,984,973.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Wildish Construction Co., Eugene, OR 97401 $ 3,992,933.00
3rd Bidder: Morse Bros, Inc., Lebanon, OR 97355 $ 3,997,900.00

ALL BIDS HAVE BEEN VERIFIED

On October 2, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on September 27, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 4, 6, 7, 8, and 9 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 17 day of October, 1990

Michael Hollern, Chairman
Oregon Transportation Commission

B

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On October 3, 1990, approved Addendum No. 1 to a personal service contract with Kelly Temporary Services for temporary personnel services. The contract is amended to include the Parks and Recreation Department and to increase the total payment limit by $30,000 for a new total of $165,000. (Transportation Commission approved June 19, 1990.)

2) On October 3, 1990, approved an interagency agreement with the Parks and Recreation Department to allow Parks' access to statewide temporary personnel from Kelly Services through ODOT's Central Services Division agreement. Parks shall reimburse ODOT monthly for payments made to Kelly Services and shall be limited to a total of $30,000 from the amended contract mentioned above.

Dated this 24th day of October, 1990.

Robert N. Bothman
Director of Transportation

October 19, 1990

EXHIBIT C

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-20), the following actions were taken:

1) On August 21, 1990, approved an interagency agreement with the Executive Department, Personnel and Labor Relations Division, for the installation of the Career Information System at three sites in ODOT. ODOT will pay a sum of $8,500 to participate in the project. The agreement is in effect through June 30, 1991.

2) On September 7, 1990, approved a personal service contract with Cross and Names in the amount of $2,600 to conduct the following courses: (John Elliott approved for Judy Gregory.)

   Professional Development for Women
   October 12, 1990

   Office Professional
   November 20, 1990

   Management Development for Women
   December 18 & 19, 1990

3) On September 19, 1990, signed a personal service contract with Cogan Sharpe Cogan for a cost benefit analysis of ODOT/DMV facilities in Salem. This contract is effective October 5 to December 31, 1990, at a cost not to exceed $29,850. (Chairman Hollern approved September 13, 1990.)

4) On October 1, 1990, approved an interagency agreement with the Travel Information Council for assistance in updating the Council's sign account program and data base. The cost to the Council will not exceed $1,200.

5) On October 4, 1990, approved an agreement with the Mission Mill Museum Association for room and equipment rental fees for an ethics seminar held on October 16, 1990, in Salem. Cost $71.

6) On October 12, 1990, signed a personal service contract with Preston, Thorgrimson, Shidler, Gates & Ellis for a transportation project goal compliance study. Consultant will provide technical assistance in developing background information and procedures to be incorporated into a Department of Land Conservation and Development administrative rule. This contract is effective October 15, 1990, to February 28, 1991, at a cost not to exceed $25,000. (Approved by Chairman Hollern September 11, 1990.)

7) On October 15, 1990, approved a personal service contract with the Josephson Institute for the Advancement of Ethics to conduct an ethics seminar for Department employees on October 16, 1990, at a cost not to exceed $6,000.

Dated this 23 day of October, 1990

Judy Gregory
Judy Gregory
Assistant Director for Administration

October 19, 1990

D

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On September 14, 1990, signed an agreement with the Alaska Department of Transportation and Public Facilities, Forest Service, and WFLHD for transferring $600,000 of Forest Highway Funds from Alaska to Oregon during this fiscal year. The funds will be reallocated from Oregon Forest Highway Funds to the State of Alaska in fiscal year 1991. (William Anhorn signed agreement for State Highway Engineer.)

2) On September 25, 1990, approved an emergency contract to clear debris from a slide at M.P. 4.38 on the Historic Columbia River Highway (Crown Point Highway) in Multnomah County.

   The slide occurred on September 24, 1990. First reports indicated that vehicles and people may be trapped within the slide.

   I determined that a contract needed to be let to clear the debris and re-open the road to the traveling public. Estimated cost for this work is $300,000. Due to the emergency nature of the situation, time was not available to formally obtain bids.

3) On October 1, 1990, approved a 3.12 percent increase in project authorization on Contract No. 10,915 for the Jewell Junction-Osweg Creek Section of the Sunset Highway, Clatsop County, in the amount of $69,822.69. (William Anhorn approved for State Highway Engineer.)

4) On October 11, 1990, signed a personal service contract with OBEC Consulting Engineers for developing plans, specifications, and cost estimates for the Sams Valley Highway Junction-Shady Cove (N. Unit) Section of the Crater Lake Highway in Jackson County. This contract is effective October 11, 1990, to December 31, 1992, at a cost not to exceed $319,108. (Transportation Commission approved September 19, 1989. Contract signed by William Anhorn for State Highway Engineer.)

5) On October 11, 1990, signed an agreement with the City of Milwaukie, Clackamas County, which provides for construction of a storm drain system on SE Ochoco Street which includes a pipe crossing of McLoughlin Boulevard. (Project approved by Transportation Commission on August 16, 1988, as part of the Six-Year Highway Improvement Program. William Anhorn signed agreement for State Highway Engineer.)

6) On October 12, 1990, signed a personal service contract with Barney & Worth, Inc./Public Financial Management to review the 1986 and 1988 Roads Finance Studies, produce an updated version of the 1988 report, and develop a 1991 legislative strategy. This contract is effective October 15, 1990, through March 31, 1991, at a cost not to exceed $50,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved August 21, 1990.)

7) On October 12, 1990, approved a 10.9 percent increase in project authorization on the Willamette River (Independence) Bridge Section of South River Road in Marion County (Contract No. 9852) in the amount of $103,462.23.

8) On October 12, 1990, approved a 4.5 percent increase in project authorization on the John Day River Bridge on the Lower Columbia River Highway in Clatsop County (Contract 10,561) in the amount of $297,320.

Dated this 29 day of October, 1990

for Donald E. Forbes, State Highway Engineer

D

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Lower Rock Creek Bridge Section of Lower Rock Creek County Road in Gilliam County. Bids received September 27, 1990. Contract No. 10,975 awarded on October 3, 1990, to A & R Construction, Inc. dba Laco Construction, Lewiston, Idaho, at $156,445.00.

2) Work on the Viento Park and Mitchell Point Rockfall Section of the Columbia River Highway in Hood River County. Bids received September 27, 1990. Contract No. 10,977 awarded on October 5, 1990, to White and White, Inc., Lake Oswego, at $242,585.00.

3) Work on The Dalles/California Highway-Industrial Park Drive Section of West Campus Way in Klamath Falls, Klamath County. Bids received September 27, 1990. Contract No. 10,978 awarded on October 5, 1990, to Roy L. Houck Construction Company, Salem, at $691,673.40.

4) Work on the Stump Lake-Windigo Section of the North Umpqua Highway in Douglas County. Bids received September 27, 1990. Contract No. 10,979 awarded on October 5, 1990, to Roseburg Paving Co., Roseburg, at $1,691,540.00.

5) Work on the North Jefferson Interchange-North Albany Interchange (S.B.) Section of the Pacific Highway in Linn and Marion Counties. Bids received September 27, 1990. Contract No. 10,980 awarded on October 5, 1990, to Hamilton Construction Co. (Oregon), Springfield, at $3,984,973.00.

Dated this 23 day of October, 1990

Donald E. Forbes, State Highway Engineer

E

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following action was taken:

1) On October 8, 1990, signed an agreement with Clatsop County for improvements on the Pacific Drive-Fort Stevens Highway Section of Ridge Road and Oceanview Cemetery Road. (Transportation Commission approved July 17, 1990, as part of Six-Year Highway Improvement Program.)

Dated this 23rd day of October, 1990

Cam Gilmour, Manager
Program Section

October 19, 1990

E

MINUTES OF 11/13/90

HIGHWAY DIVISION
PROGRAM SECTION

INTEROFFICE MEMO
COM

TO: Oregon Transportation Commission

DATE: October 22, 1990

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOV'T FUNDS	APPROVAL DATE
FAS-C Project					
Pacific Hwy. - Vlahos Dr. Parkway Ave - RS-A617 Clackamas County		Cancellation			10-18-90
FAU - Project					
N.W. Portland Circulation Improvements Various City Streets Multnomah County		Cancellation			10-22-90

RECEIVED
STATE HWY ENGR
OCT 23 '90
ASSIGNED TO
FOR
INFO | INVES | RCH'GH DRAFT | DIR'CT REPLY | SIGN | ACT | FILE

October 23, 1990

Cam Gilmour, Manager
Program Section

SS:fh
SS032.FH

F

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On May 18, 1990, established a 40 MPH speed zone on the Oregon Coast Highway from M.P. 287.63 to M.P. 288.26 in Curry County, except in the following section where the designated speed shall be 20 MPH when children are present:

M.P. 287.81 to M.P. 287.89

Rescinded Speed Zone Order No. 979 dated February 12, 1990. (See Speed Zone Order No. 983.)

2) On July 18, 1990, approved a parking prohibition on the Lower Columbia River Highway from M.P. 46.95 to M.P. 46.97 in the City of Rainier, Columbia County.

3) On July 19, 1990, approved an agreement with the City of Medford for installation of a traffic signal at Riverside and Barnett Streets in Jackson County. This project will be funded 100 percent by the City.

4) On July 24, 1990, approved an agreement with the City of Brookings for installation of a traffic signal on the Oregon Coast Highway at 5th Street in Curry County. This project will be funded 100 percent by the City.

5) On July 31, 1990, approved a parking prohibition on the Salem-Dayton Highway from M.P. 18.25 to M.P. 18.35 in the City of Salem, Polk County.

6) On July 31, 1990, approved a parking prohibition on the Oregon Coast Highway from M.P. 104.66 to M.P. 104.74 on the Salmon River Bridge in Lincoln County.

7) On August 30, 1990, approved the following traffic control changes on the Lower Columbia River Highway at Longview Interchange in Columbia County:

Remove "merge" signs on east and westbound Longview Bridge ramp approaches.

Erect "yield" sign on westbound Longview Bridge ramp approach.

8) On September 17, 1990, approved parking removal on the east side of McMinnville Highway No. 156 from M.P. 0.36 to M.P. 0.42 in the City of McMinnville.

Dated this 11 day of October, 1990

Dwayne Hofstetter, Traffic Engineer

September 28, 1990

F

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On September 7, 1990, approved implementing a dual right turn at the Greenburg Interchange of northbound Beaverton-Tigard Hwy. 144 (ORE 217) in Washington County. This approval also includes removing a crosswalk.

2) On September 25, 1990, approved the following parking prohibitions:

   a) Warm Springs Highway No. 53 from M.P. 105.08 to M.P. 105.15 (west side) in Jefferson County. Also rescinds parking prohibition from M.P. 105.07 to M.P. 105.20 (both sides) established September 15, 1961. (No Parking Resolution No. 228)

   b) One hundred feet each side of Ward Street on the west side of The Dalles-California Highway in the community of Crescent, Klamath County.

3) On September 28, 1990, approved an agreement with The Boeing Company for design and contract plans for a signal at its facility on NE Sandy Boulevard (NE Portland Highway) in Multnomah County. Project will be financed 100 percent by company.

Dated this 26 day of October, 1990

Dwayne Hofstetter, Traffic Engineer

October 19, 1990

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

AIRPORT WAY - CAIRO JCT. SECTION OF THE OLDS FERRY-ONTARIO HIGHWAY

R-6042044 - Sue Ross		Offer:	$1,280.00

MURRAY BLVD.-FANNO CREEK SECTION OF THE SCHOLLS HIGHWAY

R-6047034 - George R. Stroemple	Offer:	$250.00
R-6047038 - Genel Company, Inc.		$1,500.00

MURRAY BLVD. INTCHGE. SECTION OF THE SUNSET HIGHWAY

R-58624 - Plumbing and Pipefitting Industry Pension and A.G.C.-International Union-Local 701	Offer:	$22,020.00
R-58632 - Thu T. Marshall		$6,450.00
R-58639 - Dorothy J. Bauer		$17,500.00
R-58640 - Dale Gray		$12,750.00
R-58844 - McNeil Real Estate Fund XII, Ltd.	Offer:	$1,340.00

Dated this 23rd day of October, 1990

STEVEN GREEN, Right of Way Manager

G

MINUTES OF 11/13/90

DATE: OCTOBER, 1990

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **MORROW COUNTY: BOARDMAN-UMATILLA CNTY. LINE - OLD OR. TRAIL HWY.:** File 28921 - This parcel containing 30+ acres (not owned in fee - mineral rights only) is to be traded under File 6005 008 to Port of Morrow for an equivalent material source, a 4-acre site (to be owned in fee); Approved 8/10/90.

2) **BENTON COUNTY: DIGGER CREEK BRIDGE SECT. - ALSEA HIGHWAY:** File 58567 - containing 1.33 acres; $200; Approved 9/19/90.

3) **BENTON COUNTY: HARRISON ST. BRIDGE SECTION - CORVALLIS-LEBANON HWY.:** File 36085 1,575 Sq. Ft.; $5,780; Approved 9/06/90.

4) **BENTON COUNTY: NO. UNIT, CORV. BYPASS SECT. - CORVALLIS-LEBANON HWY:** File 17978 -containing 1,326 Sq. Ft.; $4,870; 9/06/90.

5) **COLUMBIA & WASHINGTON COUNTIES: BANKS-VERNONIA LINEAR PARK SECTION - NEHALEM HWY:** File 47924 - Containing 200 acres; transferred to OR Dept. of Parks & Recreation, reserving a Permanent Easement for Highway purposes; no monetary exchange; Approved 9/10/90.

6) **DOUGLAS COUNTY: ROSEBURG REGION OFFICE SECT. - PACIFIC HWY:** File 07695, et al - Containing 1.59 acres; $150,000; Approved 9/24/90.

7) **JOSEPHINE COUNTY: FOOTHILL BLVD.-ROGUE RIVER SECTION - REDWOOD HWY:** File 57423 - Containing 4,950 Sq. Ft.; $10,000; 9/06/90.

8) **LINCOLN COUNTY: SILETZ RIVER BRIDGE SECTION - OREGON COAST HWY:** File 44378 - Containing 27.36 acres; $19,400; Approved 9/12/90.

9) **MULTNOMAH COUNTY: BURNSIDE BRIDGE-S.E. 39TH SECT. - COLUMBIA RIVER HWY:** File 15753 -Containing 6,034 Sq. Ft. and 262 Sq. Ft.; $11,300; Approved 9/25/90.

10) **MULTNOMAH COUNTY: MARQUAM BRIDGE-S.E. 84TH AVE. - MT. HOOD FREEWAY:** File 44953 - Containing 24,230 Sq. Ft.; $156,000; Approved 9/06/90.

11) **MULTNOMAH COUNTY: NORTH TIGARD INTERCHANGE - PACIFIC HWY:** Files 27355 & 27357 - Containing 8,160 Sq. Ft.; $20,000; Approved 9/15/90.

12) **TILLAMOOK COUNTY: LITTLE NESTUCCA RIVER-NESKOWIN SECTION - OREGON COAST HIGHWAY:** File 49200 - Containing 2.42 acres; $2,450; Approved 9/06/90.

Report of Actions Taken Under Delegated Authority
October, 1990 – Page Two

AGREEMENTS: (35–48)

13) ODOT Agreement No. 1277; a Construction–Maintenance Agreement with Southern Pacific Transportation Company; TACOMA ST. INTERCHANGE–17TH AVE. SECT.; PACIFIC HIGHWAY EAST (MCLOUGHLIN BLVD.); MULTNOMAH & CLACKAMAS COUNTIES; State proposes to construct an overpass at/near Willsburg Jct., Multnomah County; Railroad will grant State a Street–Hwy., Easement by separate instrument; R.R. will contribute 5% (estimated to be $65,000) of project cost; File No. 58338; Approved 7/10/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND DRIVE – PACIFIC HIGHWAY WEST:

6044 001	The First Alternative, Inc. (Pointer)	$ 12,500	App. 9/24/90
6044 011	U.S. National Bank of Oregon	$ 900	App. 9/24/90
6044 015	Chevron USA, Inc.	$ 1,200	App. 9/25/90
6044 030	Patricia & Perry Koontz	$ 1,300	App. 9/17/90
6044 035	Stephens Heating & Air Conditioning	$ 1,175	App. 8/27/90
6044 046	V.M. Wolfe & Bette J. Wolfe	$ 2,100	App. 9/19/90
6044 055	Mary T. Clayton	$ 1,875	App. 8/27/90
6044 063	Kenneth W. & Diane C. Fisher	$ 2,750	App. 9/06/90
6044 088	Wilma Minty, Conservator	$ 1,440	App. 8/27/90
6044 092	Delbert S. Jones	$ 1,150	App. 9/19/90
6044 104	Chintimini Land Inc.	$ 360	App. 9/19/90

CLACKAMAS COUNTY:

TACOMA STREET INTERCHANGE–S.E. 17TH – PACIFIC HIGHWAY EAST:

6041 007	Tennant Investors	$ 6,010	App. 9/21/90
6041 008	University of Portland	$ 10,300	App. 9/15/90

UNION/GRAND AVE. VIADUCT/S.E. RIVER RD. – PACIFIC HIGHWAY EAST:

58304	Mt. Hood Chemical (Sielicky)	$ 44,605	App. 9/07/90

COLUMBIA COUNTY:

COLUMBIA CITY NCL–WARREN – COLUMBIA RIVER (LOWER) HIGHWAY:

58727	Duane J. & Betty A. Meissner	$ 22,500	App. 9/26/90

COOS COUNTY:

COQUILLE REROUTE – COOS BAY–ROSEBURG HIGHWAY:

6028 006	Coos County	$ 18,900	App. 9/07/90
6028 016	Uvah Carlson	$ 3,500	App. 9/06/90
6028 018	Shigeo & Clara J. Oku	$ 3,050	App. 9/06/90
6028 019	Roseburg Forest Products	$135,829.92	App. 8/08/90
	(Eng. Design/other costs – Invoice No. 119)		
	(See Sept. report, under Agreements – Pg. 1, #6)		

Report of Action Taken Under Delegated Authority
October, 1990 – Page Three

OPTIONS: COOS COUNTY – COQUILLE REROUTE – COOS BAY–ROSEBURG HWY: (continued)

6028 019	Roseburg Forest Products (Eng. Design/other costs – Invoice No. 142) (See Sept. report, under Agreements – Pg. 1, #6)	$30,787.12	App. 8/08/90

CURRY COUNTY:

ROGUE RIVER BRIDGE–GOLD BEACH – OREGON COAST HIGHWAY:

58537	Nancy A. Starkweather, et al	$152,000	App. 9/07/90

DESCHUTES COUNTY:

6007 014	Ben Tuma Enterprises (Required by City of Bend for future road widening – Highway 20 @ Forbes Rd.)	Donation	App. 9/13/90

REDMOND–BEND – THE DALLES–CALIFORNIA HIGHWAY:

6032 059	Agricultural Investment Services, Inc.	$ 2,800	App. 9/12/90

TERREBONNE–O'NEIL JCT. – THE DALLES–CALIFORNIA:

6054 018	Lawrence R. & Irene M. Brosy	$ 2,300	App. 8/27/90

GRANT COUNTY:

SPRAY–JOHN DAY RIVER (UNIT 4) – JOHN DAY HIGHWAY:

58176	Robert D. & Delta F. Nesen	$ 32,250	App. 9/17/90
58176	State is deeding 6.28 acres to Nesen for Strip of land east of John Day River.		App. 9/17/90

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE RD. – MT. HOOD FREEWAY:

57118	Raul P. & Carrol S. du Chalard	$ 3,000	App. 9/19/90
57137	Joel A. & Tammy J. McNerney	$ 1,050	App. 9/06/90

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58256	Dennis B. & Diane K. Sullivan Michael F. & Susan Jean Sullivan	$ 1,920	App. 9/07/90
58347	Michael F. & Susan Jean Sullivan Dennis B. & Diane K. Sullivan	$ 580	App. 9/07/90

JOSEPHINE COUNTY:

FOOTHILL BLVD–ROGUE RIVER/REDWOOD HWY JCT. – REDWOOD HIGHWAY:

57412	Grant Kent Partners, L.P.	$ 1,300	App. 9/12/90

Report of Actions Taken Under Delegated Authority
October, 1990 – Page Four

OPTIONS: (Continued)

KLAMATH COUNTY:

INDUSTRIAL PARK DRIVE SECTION – INDUSTRIAL PARK DRIVE:			
58521	Gene R. Byrnes, et al	$ 28,500	App. 8/28/90
INDUSTRIAL PARK DRIVE – WEST CAMPUS WAY:			
58522	O'Conner Livestock Company	$ 36,680	App. 9/12/90
WEST CAMPUS DRIVE INTERSECTION – THE DALLES-CALIFORNIA HIGHWAY:			
6043 001	Gene R. Byrnes, Trustee	$ 4,100	App. 8/28/90

LINN COUNTY:

CORVALLIS-LEBANON INTERCHANGE – PACIFIC HIGHWAY.			
6039 002	Aaron Michael Kline	$ 8,475	App. 9/06/90
6039 003	Larry A. & Myrna A. Roth	$ 950	App. 9/06/90
6039 005	Melvin E. Olson, et al	$ 1,650	App. 8/27/90
6039 006	Anna Roth & Larry Roth, Co-Ttees	$ 300	App. 9/07/90

MALHEUR COUNTY:

AIRPORT WAY-CAIRO JCT. – OLDS FERRY-ONTARIO HIGHWAY:			
6042 007	Marianne Kingston (Stewart)	$ 100	App. 9/24/90
6042 010	George & Mary S. Mizuta	$ 100	App. 9/06/90
6042 015	Hasebe Farms, Inc.	$ 100	App. 8/27/90
6042 027	Junior F. Garner	$ 1,050	App. 8/30/90
6042 045	Robert J. & Lois W. Smith	$ 5,810	App. 9/07/90

MARION COUNTY:

25TH ST.-LANCASTER DRIVE – MISSION ST. & N. SANTIAM HIGHWAY:			
55720	Dept. of General Services	$ 3,330	App. 8/27/90
MARKET ST. INTERCHANGE – PACIFIC HIGHWAY:			
6027 014	Oakley Peterson & Arloe Quesseth	$ 91,000	App. 9/17/90

MULTNOMAH COUNTY:

SKYLINE BLVD. @ CORNELIUS PASS – SKYLINE BLVD.:			
58526	Steven A. Lindon	$ 14,450	App. 8/16/90
58530	Steven Alexis Linden	$ 2,225	App. 7/30/90

Report of Actions Taken Under Delegated Authority
October, 1990 – Page Five

OPTIONS: MULTNOMAH COUNTY: (Continued)

S.E. 221ST AVE.–S.E. 242ND AVE. – S.E. STARK ST.:

58396	Peter K. McGill	$ 200	App. 5/10/90

S.E. DIVISION–S.E. YAMHILL – S.E. 190TH:

58462	Wallace L. & Phyllis J. Schmidt	$ 1,650	App. 8/16/90
58477	Vern B. Moore Gilbert & Denilda Moore	$ 2,200	App. 5/18/90

POLK COUNTY:

SALMON RIVER @ THREE RIVERS HWY. – SALMON RIVER HIGHWAY:

6035 003	Clare W. Austin	$ 2,445	App. 8/27/90

SAWTELL RD.–M.P. 29 – SALMON RIVER HIGHWAY:

6073 002	Portland General Electric Company	$ 24,800	App. 9/26/90

UMATILLA COUNTY:

UPRR O'XING–PENDLETON HWY. – PENDLETON–COLD SPRINGS HIGHWAY:

6051 001	John E. & Elma Mae Straughan	$ 175	App. 9/19/90
6051 004	Hill Ranches, Inc.	$ 4,950	App. 9/26/90
6051 006	Gilbert W. Wood & Leighton P. Wood, Trustees	$ 100	App. 9/19/90
6051 010	City of Pendleton	$ 820	App. 9/19/90
6051 012	G.M. Whitney	$ 100	App. 8/27/90
6051 013	Art S. & Lia J. Smit	$ 1,060	App. 8/27/90
6051 014	E.M. Woody Clark	$ 5,000	App. 8/30/90
6052 003	Orville Robert Sorey, Pers. Rep.	$ 200	App. 9/21/90
6052 005	Orville Robert Sorey	$ 150	App. 9/07/90
6053 006	Randolph & Marjorie Dorran	$ 470	App. 8/27/90

WASHINGTON COUNTY:

CORNELL ROAD INTERCHANGE – SUNSET HIGHWAY:

58126	Hull, et al	$ 250	App. 9/06/90

MURRAY BLVD.–FANNO CREEK – SCHOLLS HIGHWAY:

6047 001	Murray Blvd. Partners	$ 15,300	App. 9/15/90
6047 015	Todd A. Brown & Laurie D. McMahon	300	App. 9/17/90
6047 020	Timothy G. & Mariann B. Cooch	$ 3,900	App. 9/07/90
6047 029	Jeffrey R. Odell	$ 3,250	App. 9/06/90
6047 033	Sisters of Providence of Oregon	$ 2,320	App. 9/19/90
6047 048	Chester L. Robinson & Constance A. Robinson	$ 1,375	App. 9/25/90

G

MINUTES OF 11/13/90

Report of Actions Taken Under Delegated Authority
October, 1990 – Page Six

OPTIONS: WASHINGTON COUNTY: (Continued)

MURRAY BLVD. INTERCHANGE – SUNSET HIGHWAY:

58626	Anthony M. & Angela Echauri	$ 4,010	App. 9/15/90
58628	Ronald & LaVonne Van Bronckhorst	$ 1,700	App. 9/07/90
58629	Roxanna L. Russell Cermak	$ 2,100	App. 9/19/90
58633	Carleen L. Hawkins	$ 8,000	App. 9/10/90
58636	Dr. Terry P. Tobin (Sign)	$ 960	App. 9/24/90
58641	Mittleman Properties	$ 18,250	App. 9/06/90
58642	Herbert L. & Jeanne L. Newmark (Mittleman Properties)	$ 55,500	App. 9/06/90
58643	Robert R. & Joy D. Hollandsworth	$ 3,100	App. 9/19/90

Dated this 12 day of Nov, 1990

Steven Green, Right of Way Manager

H

11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Planning Engineer, the following action was taken:

1) On September 13, 1990, signed Supplemental Interagency Agreement No. 2 with Portland State University for a site location study for an integrated traffic data collection system. Supplement extends the contract time to December 28, 1990, at no extra cost. (Chairman Hollern approved original agreement September 9, 1988.)

Dated this 23rd day of October, 1990

Robert E. Royer
Planning Engineer

October 19, 1990

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On October 2, 1990, approved Supplement No. 1 to a personal service contract with Robert W. Hunt Company for inspecting fabrication and assembly of bascule bridge equipment to be used in construction of the South Slough (Charleston) Bridge in Coos County. This supplement increases the consideration by $1,920.35 to a revised total of $6,920.35 with an effective date of the contract to include the dates between July 1, 1990, and August 2, 1990.

Dated this 24th day of October, 1990

Thomas D. Lulay

Thomas D. Lulay, Bridge Engineer

October 19, 1990

J

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following actions were taken:

1) On August 19, 1990, approved an agreement with the Metropolitan Service District for maintenance of the landscaped area on the Sunset Highway at Highlands Interchange in Multnomah County.

2) On August 22, 1990, approved the following abandonment of a damage claim:

CAO-88-383: Claim against Camas School District for damage to survey equipment which was at NW 21st Avenue and NW Upshur in Portland, Multnomah County. A settlement in the amount of $769.15 was negotiated with the remaining amount of $512.77 abandoned. (Approved by Wayne Cobine for Region Engineer.)

3) On August 28, 1990, signed Supplement No. 1 to a personal service contract with Chase, Jones & Associates Inc. for survey and monumentation on the Bancroft Street-Sellwood Avenue Section of Macadam Avenue (Oswego Highway) in Multnomah County. This supplement extends the time from September 28, 1990, to November 30, 1990, at no additional cost. (Transportation Commission approved May 16, 1989.)

4) On August 31, 1990, approved Supplement No. 1 to a personal service contract with Nan Heim/Associates for a public involvement program for the Mt. Hood Parkway Project in Multnomah County. This supplement extends the termination date to October 1, 1990.

Dated this 11th day of October, 1990

Don Adams
Region 1 Engineer

K

11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following action was taken:

1) On October 17, 1990, approved a personal service contract with Golder Associates for geotechnical assistance on the rockfall project at M.P. 43.4 of the North Santiam Highway in Marion County. This contract is effective October 17 to December 31, 1990, at a cost not to exceed $2,500.

Dated this 23rd day of October, 1990

Kenneth E Husby

Ken Husby
Region 2 Engineer

October 19, 1990

EXHIBIT L

MEETING DATE: 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

1) On September 26, 1990, approved a personal service contract with P.S.I. Laboratories to conduct a well search and ground water contamination testing for District 7 in Coos Bay, Coos County, during a one-year period beginning September 26, 1990, at a cost not to exceed $7,450.

Dated this 23rd day of October, 1990

James Gix
Region 3 Engineer

October 19, 1990

M

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following actions were taken:

1) On July 26, 1990, approved a personal service contract with Hanley Engineering for survey work on the Forest Boundary-Enterprise Section of the Enterprise-Lewiston Highway in Wallowa County. This contract covers the period July 26 to August 31, 1990, at a cost not to exceed $3,400.

2) On August 16, 1990, approved the following personal service contracts to provide art work for the Region 5 Office Building in La Grande:

   Liz Mapelli
   Not to exceed $5,500
   Effective August 23 to December 31, 1990

   Howard Meehan
   Not to exceed $5,500
   Effective August 23 to December 31, 1990

3) On August 20, 1990, approved the following abandonment of a damage claim:

   CAO-89-229: Claim in the amount of $1,309.91 against Leroy Weatherby for damaged guardrail on the Vale-West Highway No. 451 in Malheur County. Mr. Weatherby's insurance policy had expired eight days prior to the accident and his subsequent bankruptcy is reason to abandon this claim.

Dated this 4th day of October, 1990

J. X. Wilson
Region 5 Engineer

September 28, 1990

N

11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On September 27, 1990, approved an interagency agreement with Chemeketa Community College for a seminar entitled "Transportation Alternatives During Highway Construction" to be held November 6-8, 1990, at a cost not to exceed $4,230.

Dated this 24th day of October, 1990

W. J. Quinn
Engineer of Materials and Research

October 19, 1990

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MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Roadway Section Manager, the following action was taken:

1) On September 12, 1990, approved Supplement No. 1 to a personal service contract with Texas A & M Research Foundation for guardrail testing on the Crown Point Highway in Wasco County. This supplement extends the completion date of the contract to December 16, 1990. (Chairman Hollern approved original contract on December 1, 1989.)

Dated this 23 day of October, 1990

Jack Sullivan

Jack Sullivan
Roadway Section Manager

October 19, 1990

P

MINUTES OF 11/13/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Project Development Engineer, the following action was taken:

1) On September 24, 1990, approved a personal service contract with Integrated Site, Inc. for a Visual Resource Management Seminar/Workshop at the October 9 and 10, 1990, R-Team meeting. The cost for this seminar is $2,750.

Dated this 23 day of October, 1990

Duane O. Christensen

Duane O. Christensen
Project Development Engineer

October 19, 1990

Q

ITEM G, 11/13/90

NEIL GOLDSCHMIDT
GOVERNOR

State of Oregon Aeronautics Division

3040 25th STREET SE, SALEM, OREGON 97310-0100
PHONE (503) 378-4880 FAX PHONE (503) 373-1688

October 23, 1990 COM 5-1

MEMO TO: Oregon Transportation Commission

FROM: Paul Meyerhoff II
Aeronautics Administrator

SUBJECT: Agenda Item for November 13, 1990 Commission Meeting (Actions by Aeronautics Administrator under delegated authority)

The following information report is submitted regarding contractual and real property actions taken by me under the authority delegated by the Transportation Commission.

It will appear on the agenda as an information only item.

Contractual Action

1. 4/23/90 UNICOM Use Permit, Lebanon State Airport, Leban/Air Aviation (Knox), term tied to lease.

2. 6/13/90 Engineering Service Contract, Chiloquin State Airport, Adkins Consulting Engineers, $2,200, end date 7/2/90.

3. 6/29/90 Amendment No. 2 to Personal Services Contract, Independence State Airport, Russ Fetrow Engineering, extends term to 9/30/90.

4. 8/13/90 Grant Agreement 3-41-0004-03, Aurora State Airport, FAA, land acquisition in fee, easements, obstruction removal, fencing, $300,000.

5. 9/9/90 Grant Agreement 3-41-4100-03, Ashland, Josephine County, Illinois Valley Master Plan, FAA, $125,000.

6. 9/10/90 Grant Agreement 3-41-4100-02, The Dalles Hood River Lebanon Airports Master Plan, FAA, $120,000.

7. 9/14/90 Order for Supplies or Services for Airport Safety Data Inspections and Redrafted Airport Layout Sketches, NASAO/Care, not to exceed $26,304.00

8. 9/20/90 Personal Service Contract P-9-90-1, John Day State Airport, Network of Aviation Consultants, Ltd., $6,504, Determination and recommendation re instrument approach system, end date 11/17/90.

EXHIBIT Q
MINUTES OF 11/13/90

9.	9/20/90	Amendment No. 1 to Grant Agreement 3-41-0006-01, Bandon State Airport, added two special conditions.
10.	9/24/90	Amendment #2 to Professional Services Agreement dated 6/16/88, Bandon State Airport, Wilsey and Ham Pacific, Inc., extends end date to 12/31/90.
11.	9/25/90	Grant Agreement 3-041-0000-S7, Portland Vancouver Metropolitan Master Plan, $99,209.00

Real Property Action

1.	6/7/90	Noncommercial Hangar Site Lease, Lebanon State Airport, Site E-14, Roman Suing, $108 annually, expires 4/30/95.
2.	6/19/90	Amendment No. 4 to Commercial Acreage Lease dated 9/2/88, Aurora Business Park, adds legal description of leased property and property on which lessee has an option to lease.
3.	6/27/90	Commercial Hangar Site Lease, Independence State Airport, 4500 sq. ft., June Powers dba Just Plane Parts, $720.00 annually, expires 5/31/95.
4.	7/5/90	Amendment No. 1 to Special Use Agreement dated 6/11/85 extending term to 2/28/95, Cascade Locks State Airport.
5.	7/17/90	Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-1, Francis Bressler, $108 annually, expires 12/31/94.
6.	7/17/90	Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-12, Patrick Burkett, $108 annually, expires 10/12/94.
7.	7/17/90	Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-12, Fred Yates, $115.20 annually, expires 10/12/94
8.	7/19/90	Termination of Farming Lease, John Day State Airport, Ken Kindig and Grant County, effective 5/1/90.
9.	8/7/90	Noncommercial Hangar Site Lease, Lebanon State Airport, Site E-1, Rick Alexander, $108.00 annually, expires 4/30/95.

10.	8/7/90	Agreement to Place Radar Reflectors, Rome State Airport, 10' x 10' site, USA, Air Force Flight Test Center, perpetual.
11.	8/8/90	Noncommercial Hangar Site Lease, Cottage Grove State Airport, Site N10A, George Bartlett, $115.20 annually, expires 7/31/95.
12.	8/9/90	Noncommercial Hangar Site Lease, Independence State Airport, Site 15, Jimmie D. Kirkendall, $202.50 annually, expires 6/30/95.
13.	8/16/90	Noncommercial Hangar Site Lease, Independence State Airport, Site 11, John Lorence, $202.50 annually, expires 6/30/95.
14.	8/20/90	Commercial Hangar Site Lease, Independence State Airport, 5,000 sq. ft, Dane T. McGuire dba Mac's Aircraft Service, $400.00 annually first year, $800 annually thereafter, expires 6/30/95.
15.	8/20/90	Noncommercial Hangar Site Lease, Independence State Airport, Site 5, Lloyd I. Parker, $151.20 annually, expires 8/31/95.
16.	8/20/95	Option to Lease Airport property, Chiloquin State Airport, 23,552 sq. ft., Doug Crawford et al, incremental $300/$600/$900 annually, expires 5/31/93.
17.	8/20/90	Assignment of Lease, Independence State Airport, Site 2, Sam Orcutt to Brian Dalton, approval only.
18.	8/23/90	Noncommercial Hangar Site Lease, Lebanon State Airport site W-13, Terrence & Patricia Rahe, $108.00 annually, expires 12/31/94.
19.	8/24/90	Noncommercial Hangar Site Lease, Toledo State Airport, Site 3, James Henkel, $42.24 annually, expires 8/31/95.
20.	9/4/90	Noncommercial Hangar Site Lease, Siletz Bay State Airport, Site 4, Edward & Mary Elizabeth Decker, $1127.04 annually, expires 7/16/95.
21.	9/10/90	Waste Site Agreement, Cascade Locks State Airport, Kiewit/Al Johnson, expires 6/30/93.

22.	9/20/90	Commercial Operations and Ingress/Egress Agreement, Wasco State Airport, Alvin C. Lash dba Sherman Aviation, $411.80 annually, expires 7/31/95.
23.	9/30/90	Ingress/Egress Agreement, Siletz Bay State Airport, Walter Knotnerus, expires 6/25/95.
24.	10/2/90	Noncommercial Hangar Site Lease, Independence State Airport, Site 1, W. Lee Schrunk, $120.24 annually, expires 10/9/95.
25.	10/8/90	Noncommercial Hangar Site Lease, Independence State Airport, Site 16, Myron Bish, $202.50 annually, expires 6/30/95.
26.	10/8/90	Noncommercial Hangar Site Lease, Independence State Airport, Site 3, Wigrich Farm, Inc and William Gorman, $187.20 annually, expires 8/31/95.

lz

R

11/13/90

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

INT

October 9,1990

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On October 9, 1990, $ 8,911,017.94 was distributed to the counties as their share of motor vehicle revenues for the month of September, 1990.

On October 9, 1990, $ 5,670,083.39 was distributed to the cities for the month of September, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of October, 1990

Douglass R. Goldbach, Controller
Highway Division

- 9641

AN EQUAL OPPORTUNITY EMPLOYER

On December 18, 1990, the Oregon Transportation Commission held their regular monthly meeting by telephone at 10 a.m., originating in Room 135 (Director's Office) Transportation Building, Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) The following persons were on the telephone at the locations given:

Michael P. Hollern, Chairman, Salem
John Whitty, Vice Chairman, Coos Bay
David F. Bolender, Member, Portland
Cynthia J. Ford, Member, Ashland
Robert N. Bothman, Director of Transportation, Salem
Judy Gregory, Assistant Director for Administration, Salem
John Elliott, Assistant Director for Strategic Planning and Communications, Salem
Donald E. Forbes, State Highway Engineer, Salem
Paul Meyerhoff, Administrator of Aeronautics Division, Salem
Dennis Moore, Administrator of Public Transit Division, Salem
Jim Hunter, Deputy Administrator of Motor Vehicles Division, Salem
Fran Neavoll, Commission Services, Salem

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the following meetings:

   A) November 1 and 2, 1990 (Workshop)
   B) November 12 and 13, 1990

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2828 in Commission's files, Salem.)

3) Designated the following three parking areas as Winter Recreation Parking Locations (Sno-Parks):

   Maxwell Butte - Located on North Santiam Highway at Mile Point 78.30L in Linn County. Estimated capacity is 50 vehicles and the estimated annual plowing cost is $5,000. The snow removal will be accomplished by the Highway Division.

   Big Springs - Located on North Santiam Highway at Mile Point 78.80R in Linn County. Estimated capacity is 20 vehicles and the estimated annual plowing cost is $3,000. The snow removal will be accomplished by the Highway Division.

(Continued on next page)

Government Camp Business Loop - Located on U.S. Highway 26 at Mile Point 52.85 to 54.05 in Clackamas County. Estimated capacity is 972 vehicles including four side streets (Olive, Yule, Meldrum, and Blossom). The estimated annual plowing cost is $50,000. The snow removal will be accomplished on the Loop Road by the Highway Division and by Government Camp Recreation Association on the side streets.

4) Repealed OAR 734-15-005 through 734-15-025 and adopted OAR 734-15-030 through 734-15-080 covering the process for selecting and hiring consultants for the Highway Division. Notification of proposed adoption was published in the Secretary of State's Administrative Rule Bulletin on October 1, 1990, and no public comments were received during the review period. (Administrative Rule No. 360 in Commission's files, Salem.) The rule was filed with the Secretary of State on December 28, 1990, and will be effective that date. The rule will also be published in the Administrative Rule Bulletin on February 1, 1991.

5) Adopted OAR 734-82-001 through 734-82-070 concerning movement of nondivisible loads and Road Use Assessment Fees. A temporary rule had been adopted by the Deputy State Highway Engineer and was in effect during the period January 1, 1990, through July 4, 1990. Notification of proposed adoption was published on August 1, 1990, in the Secretary of State's Administrative Rule Bulletin and a hearing was held on August 22, 1990. (Permit Administrative Rule No. 60a in Commission's files, Salem.) The rule was filed with the Secretary of State on December 28, 1990, and will be effective that date. The rule will also be published in the Administrative Rule Bulletin on February 1, 1991.

6) Adopted OAR 734-35-010 through 734-35-040 establishing procedures for removing personal property from illegal campsites on State rights-of-way. A temporary rule had been adopted on July 17, 1990. Notification of proposed adoption was published on November 1, 1990, in the Secretary of State's Administrative Rule Bulletin and no comments or requests for a hearing were received. (Real Property Administrative Rule No. 735A in Commission's files, Salem.) The rule was filed with the Secretary of State on December 28, 1990, and effective that date. The rule will also be published in the Administrative Rule Bulletin on February 1, 1991.

7) Authorized payment of 1990-91 membership dues in the amount of $10,070.04 to the International Association of Motor Vehicle Administrators.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Assistant Director for Administration	Exhibit B
Assistant Director for Strategic Planning and Communications	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Engineer	Exhibit H
Region 1 Engineer	Exhibit I
Region 2 Engineer	Exhibit J
Region 3 Engineer	Exhibit K
Region 5 Engineer	Exhibit L
Roadway Section Manager	Exhibit M
Engineer of Materials and Research	Exhibit N
Motor Vehicles Administrator	Exhibit O
Assistant Attorney General	Exhibit P
Highway Controller	Exhibit Q

The Commission discussed the dates for the January meeting in Salem. Commissioner Bolender was unable to attend the previously-scheduled January 22 and 23 meetings. The Commission set January 28 (dinner) and 29, 1991, (formal) meeting dates. The Commission set the tentative dates for the following meetings as February 18 (dinner) and 19, 1991, (formal) in Salem.

Judy Gregory recalled that the Joint Legislative Committee on Data Processing requested a post-implementation review of the TEAMS accounting system. She said, as a result of that request, the Department had contracted with Dye Management Group Inc. to conduct this review. She said the objectives of the project were to:

1) Verify that the system fulfills ODOT's basic accounting and user requirements.

2) Determine whether the system's architectural and technical implementation are efficient, well-structured, and produce acceptable results.

3) Identify any material enhancements which would make the system more efficient and effective in meeting requirements.

4) Assure that the current enhancement project is proceeding according to expectations.

(Continued on next page)

EXHIBIT D

MINUTES OF 10/17/90

DATE: **SEPTEMBER, 1990**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLACKAMAS COUNTY: CLACKAMAS RIVER-WEST LINN SEC. - EAST PORTLAND HIGHWAY:** File 36193 - containing 2.83 acres; $125,000; Approved 8/01/90.

2) **COLUMBIA COUNTY: SCAPPOOSE SCL-MULT. CNTY LINE SECT. - COLUMBIA RVR. HIGHWAY:** File 53237 & 57348 - cont. 7,870 Sq. Ft.; $1,800; Approved 8/27/90.

3) **DESCHUTES COUNTY: BEND SCL-MURPHY RD. - THE DALLES-CALIFORNIA HWY.:** Files 50037 & 50041 - containing 1,005 Sq. Ft.; $6,000; Approved 8/15/90.

MULTNOMAH COUNTY:

4) **BURNSIDE BR.-39TH AVE. - COLUMBIA RIVER HIGHWAY:** File 14728 - containing 1,820 Sq. Ft.; $11,000; Approved 8/31/90.

5) **WILLAMETTE RIVER-I-205 - COLUMBIA RIVER HIGHWAY:** File 50950 - containing 0.23 acre; $18,000; Approved 8/30/90.

AGREEMENTS: (35-48)

6) File 6028 019 with Roseburg Forest Products; to replace log pond, log dump, scale site truck loader, etc.; Coquille Reroute; Coos Bay-Roseburg Highway; Coos County; Estimated Cost $2,488,371 (Actual amount will appear on Option list when spent); Approved 8/08/90.

7) Release of Slope Easement to Eric & Heidi E. Nash; File RW4952; Siletz River-Newport Section; Oregon Coast Highway; Lincoln County; advance deposit for processing costs $300; Approved 8/13/90.

PERSONAL SERVICE CONTRACTS: (35-47)

8) Building Repair and/or Demolition Contract with Dennis Snyder Contractors for demolition of the Portico and Swimming Pool at Chalet Motel, 8900 S.E. McLoughlin, Milwaukee, OR; R/W File 6041 014; Start Date: 8/01/90; End Date: 9/01/90; $9,140; Approved 8/01/90.

9) Building Repair and/or Demolition Contract with Environmental Services for removal of underground tanks at the S.W. corner of Birch and Main St., and the demolition of the service station and removal of 5 underground tanks at 13 S. Adams, Coquille, OR; Start Date: 8/06/90; End Date: 9/06/90; $6,300; Approved 8/06/90.

Mr. Forbes requested changes to the 1991-96 Highway Improvement Program. Vice Chairman Whitty moved for approval. The motion carried unanimously by the Commission to add a project to the construction section and to cancel three existing projects as follows:

Added a project on the Santiam Highway at M.P. 34.0, US26, Linn County. Total cost of the project is $79,000. The project has been reviewed by the Traffic Section and has been recommended for inclusion in the current Program. The project is eligible for Hazard ETimination funding.

Cancelled a currently-programmed project on the Pacific Highway East at Ivy (Canby), OR99E, Clackamas County. Total cost of the project is $90,000. The presence of a large industrial building and the discovery of underground storage tanks would require excessive right-of-way funding. Because this project is no longer practical, the Region has recommended that it be cancelled and the funds used on another project.

Cancelled a currently-programmed project on the Goshen/Divide Highway (Cottage Grove), I-5, Pacific Highway, Lane County. Total cost of the project is $280,000. The City of Cottage Grove has failed to submit the required project agreement. The project was at their request. The Region has recommended cancellation. Funding will be available for another project.

Cancelled a currently-programmed project on the Wilson River Highway, M.P. 40.81 - M.P. 40.93, OR6, Washington County. Total cost of the project is $22,000. The Region requested cancellation of this project. The funds will be used for another project.

Mr. Forbes recalled at the August 21, 1990, meeting of the Commission authorization was granted to conduct a public involvement program and prepare an environmental impact statement for the Sunrise Corridor Project in Region 1 for $450,000. This project extends from I-205 east to US26 through the communities of Damascus and Boring in Clackamas County. He said a consultant had been selected and a detailed scope of work has been developed to conduct this effort with total estimated costs of $554,000. In addition, he said, several anticipated items had been identified that may require additional work by the consultant as the study proceeds. He requested authority to increase the authorization for this contract by $200,000 for a total authorization of $650,000. Commissioner Ford moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contract.

Mr. Forbes said he had an item that was not listed on the agenda for which he needed Commission approval. He requested authority to enter into a flexible services contract for bridge design-related activities. He said at the September 19, 1989, Commission meeting approval had been given for this contract in the amount of $250,000 for a one-year period. It was the intent to enter into the contract with the option to renew if

EXHIBIT D

MINUTES OF 10/17/90

Report of Action Taken Under Delegated Authority
September, 1990 – Page Three

OPTIONS: (Continued)

COOS COUNTY:

COQUILLE REROUTE – COOS BAY–ROSEBURG HIGHWAY:

6028 017	Rodenburg, Inc.	$ 2,400	App. 8/08/90
6028 019	Roseburg Forest Products	$450,000	App. 8/08/90
	(ADVANCE DEPOSIT: See under Agreements – Pg. 1, #6)		
6028 031	Earl R. Woods, Jr. & Gail R. Woods	$ 800	App. 8/08/90
6028 033	Hal E. & Patricia L. Strain	$ 2,500	App. 8/15/90

CURRY COUNTY:

ROGUE RIVER BRIDGE–GOLD BEACH – OREGON COAST HIGHWAY:

58538	McNair–Boice, Inc.	$ 7,500	App. 8/15/90
58541	P. Fitzstephens	$ 15,500	App. 7/26/90

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 038	Kenneth P. & Caroline Nolan	$ 12,500	App. 8/03/90
6032 047	Ronald G. Robertson (Walden)	$ 9,500	App. 8/16/90
6032 075	Frances Faye Kinney	$ 1,105	App. 8/17/90
6032 076	Gerald R. Dorn	$ 1,975	App. 8/16/90

REED HIGHWAY ACREAGE – THE DALLES–CALIFORNIA HIGHWAY:

6007 015	Fred Meyer, Inc.	Donation	App. 8/18/90

TERREBONNE–O'NEIL JCT. – THE DALLES–CALIFORNIA HIGHWAY:

6054 028	Faye L. English	$ 1,650	App. 8/08/90

DOUGLAS COUNTY:

WINCHESTER INTERCHANGE N.B. RAMPS – PACIFIC HIGHWAY:

58829	Philip L. Beckley & Robert C. Beckley (Property valued at $2,200 exchanged for construction of a manhole)	Exchange	App. 8/16/90

GRANT COUNTY:

LONG CREEK–FOX – PENDLETON–JOHN DAY HIGHWAY:

58720	Fred D. & Sharon Livingston (Paid $4,250 cash and traded 5.3 acres valued @ $750)	$ 5,000	App. 8/20/90

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58259	Betty Darlene Stone	$ 56,000	App. 8/08/90
58273	Nell F. Faulkner Sherwood	$ 2,300	App. 8/08/90

consultant's report had been mailed to the Commission which included the revised least cost analyses and explanations. (See copy in Commission's files, Salem.)

Mr. Hunter said the analysis has determined the Lana Avenue site as the least cost option site at approximately $9.8 million (annual cost per square foot at $3.84). The new facility option on Airport Road would cost an estimated $11.6 million (annual cost per square foot at $4.32). He said with the 50 cents per square foot difference between the two options there would be a savings of about $125,000 over a biennium. In addition to the cost implications, the report also indicates that there is potential for additional cost savings through negotiations with the current owner at the Lana site; there is a high probability of a shorter construction time; and there is still some uncertainty as to whether or not General Services would be willing to sell the site on Airport Road and what their involvement might continue to be.

Based on that information, Mr. Hunter said the Division is recommending to the Commission that authority be given to proceed with the existing site at Lana Avenue as mentioned in the consultant's report and to go to the Capitol Planning Commission and to the Legislature.

Chairman Hollern mentioned that the Commission's approval would be authority to proceed and funds are not being authorized at this time. Mr. Bothman reiterated this would be only selection of the Lana Avenue site as the location and this is not approval of the budget amount.

Commissioner Bolender expressed concern about approving funds for constructing a new building but he moved for approving the Lana Avenue as the site location and to proceed with the process. The motion carried unanimously by the Commission approving the recommendation. Mr. Hunter mentioned that the Ways and Means Committee had asked the Division to return with a report on their overall facility needs and their plans to address the needs.

Mr. Meyerhoff recommended reappointing Robert Mautz, Sally Plumley and Robert Woodell to the Aviation Advisory Committee for a four-year term of office effective January 1, 1991, through December 31, 1994. Commissioner Bolender moved for approval. The motion carried unanimously by the Commission reappointing the three members to the Committee.

Mr. Meyerhoff presented a resolution authorizing the conveyance of the real property and improvements constituting the Seaside State Airport to the City of Seaside in Clatsop County. He said the City of Seaside has shown the ability to operate and improve the airport and voted at their July 20, 1990, Council meeting to ask for the transfer. Commissioner Bolender moved for approval. The motion carried unanimously adopting the resolution conveying this airport. (Copy of Aeronautics Resolution No. 32 in Commission's files, Salem.)

EXHIBIT D

MINUTES OF 10/17/90

Report of Action Taken Under Delegated Authority
September, 1990 – Page Five

OPTIONS: (Continued)

UMATILLA COUNTY:

UPRR O'XING–PENDLETON HWY. – PENDLETON–COLD SPRINGS HIGHWAY (NORTH UNIT):

6053 002	Royale Columbia Farms, Inc.	$ 100	App. 8/24/90

UPRR O'XING – PENDLETON HWY. (SOUTH UNIT):

6051 009	Umatilla County	$ 870	App. 8/20/90
6051 015	Blue Mountain Community College	$ 29,640	App. 8/03/90
6051 016	Blue Mountain Community College	$ 5,700	App. 8/03/90

UNION COUNTY:

IMBLER–ELGIN CLIMBING LANE – WALLOWA LAKE HIGHWAY:

6065 004	Mary Jane West	$ 100	App. 7/24/90

WASHINGTON COUNTY:

MURRAY BLVD.–FANNO CREEK – SCHOLLS HIGHWAY:

6047 023	Yong Su and Kum Jay	$ 5,850	App. 8/10/90
6047 043	Thomas E. Harrington	$ 4,900	App. 8/07/90
6047 047	Pacific First Bank	$ 9,175	App. 8/03/90

MURRAY BLVD. INTERCHANGE – SUNSET HIGHWAY:

58625	Leupold & Stevens, Inc.	$ 2,500	App. 8/10/90
58635	Al Taylor's Tire Factory, Inc.	$ 2,800	App. 8/20/90
58638	Byron Swanson	$ 10,000	App. 7/26/90

SCHOLLS FERRY HIGHWAY:

6007 018 through 6007 036	Washington County	Donation	App. 8/06/90

S.E. 21ST AVE.–S.E. BASELINE ST. (HILLSBORO) – TUALATIN VALLEY HIGHWAY:

57660	American Lubrication Company, Inc.	$ 38,425	App. 7/17/90

Dated this 28th day of September, 1990

Steven Green, Right of Way Manager

A

12/18/90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Personal service contract with Prototype to modify and install an Equipment Management System at a cost of $38,000 for approximately a one-year period. This product was purchased to aid in responding to the Secretary of State's audit of equipment practices and needs to be tailored to fit the Division's needs. (Authorize State Highway Engineer to sign contract.)

Dated this 8 day of November, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

November 7, 1990

APPROVED
for STATE HIGHWAY ENGINEER
Date 11-7-90

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following actions were taken:

1) On October 22, 1990, approved a personal service contract with Jan Roose for conducting Basic English, Grammar, Punctuation, and Spelling classes during the period January 8 to January 29, 1991, at a cost not to exceed $1,500.

2) On October 30, 1990, signed Supplement No. 1 to personal service contracts with Arlene Landry and Peggy Naumann for writing and editorial services. These supplements extend the completion date to December 1, 1990. (Approved by Chairman Hollern July 15, 1989.)

3) On October 30, 1990, signed Supplement No. 1 to a personal service contract with Dye Management Group, Inc., for post-implementation review of the TEAMS accounting system. This supplement extends the contract completion date from November 7, 1990, to January 15, 1991, at no additional cost. (Original approved by Transportation Commission May 15, 1990.)

Dated this 27th day of November, 1990

Judy Gregory

Judy Gregory
Assistant Director for Administration

November 26, 1990

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Strategic Planning and Communications (Subdelegation Order No. DIR-8), the following action was taken:

1) On October 26, 1990, approved a personal service contract with Dr. C. Russell Beaton for facilitating discussion of long-range transportation planning issues with the Transportation Commission at the annual Silver Falls Workshop on November 1 and 2, 1990, and other related services. This contract is effective November 5 to November 30, 1990, at a cost not to exceed $1,200.

Dated this 27th day of November, 1990

John Elliott
Assistant Director for Strategic Planning
and Communications

November 26, 1990

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On September 26, 1990, approved an agreement with Coral Construction Company terminating Contract No. 10,869 for variable message signing on the Ladd Canyon-Drinking Fountain Grade Section of the Old Oregon Trail in Union and Baker Counties. This agreement will release the Performance and Payment Bonds and there will be no cost to the contractor or to the State.

2) On October 15, 1990, approved a 4.8 percent increase in project authorization on the Idaho State Line-Jordan Valley Section of I.O.N. Highway in Malheur County (Contract 10,889) in the amount of $67,000.

3) On October 15, 1990, approved a 3.5 percent increase in project authorization on the Lawen Section of the Steens Highway in Harney County (Contract 10,701) in the amount of $117,291.

4) On October 16, 1990, signed a personal service contract with Nan Heim/Associates to assist in a public involvement program for the development of the Mt. Hood Parkway in Multnomah County. This contract is effective October 20, 1990, to September 30, 1991, at a cost not to exceed $72,300. (Transportation Commission approved September 18, 1990.)

5) On October 22, 1990, approved an agreement with the U.S. Department of Agriculture, Forest Service, for rental of certain road maintenance equipment on an "as needed" basis through June 1, 1991.

6) On October 29, 1990, signed a personal service contract with SYDEC, Inc. for developing and implementing computer software to perform computations for road use taxation. This contract covers the period October 30, 1990, to June 28, 1991, at a cost not to exceed $93,852. (Transportation Commission approved December 19, 1989.)

7) On October 30, 1990, approved an emergency contract for (riprap) work to protect footings on the Sandy River (I-84) bridges in Multnomah County.

   This work is necessary to protect the footing from further erosion this winter. Approval was secured from the Division of State Lands for this emergency work before high water occurs this winter. The estimated cost is $35,000. Due to the urgent nature of the situation, time was not available to formally obtain bids.

8) On October 30, 1990, signed a personal service contract with Golder Associates Inc. for geotechnical and foundation investigation and design of the Rocky Point Viaduct on the Oregon Coast Highway in Curry County. This contract is effective October 30, 1990, to November 1, 1992, at a cost not to exceed $118,000. (Transportation Commission approved March 20, 1990.)

9) On November 6, 1990, approved a 6.66 percent increase in project authorization on Contract No. 10,862 for work on the Jacksonville Highway at Lozier Lane, Jackson County, in the amount of $3,846. (William Anhorn approved for State Highway Engineer.)

10) On November 14, 1990, signed an agreement with the City of Bend and Deschutes County pertaining to access management of the Bend Parkway. (Project approved by the Oregon Transportation Commission on August 16, 1988, as part of the Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

11) On November 14, 1990, signed an agreement with the City of Milwaukie, Pendleton Woolen Mills, Inc., and Waverly Greens Apartments to provide a left turn refuge at SE 17th Ave.-SE Lava Drive in Clackamas County. (Project approved by the Oregon Transportation Commission on August 16, 1988, as part of the Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

Dated this 28th day of NOVEMBER, 1990

William Anhorn

for Donald E. Forbes, State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Ashland Port of Entry Truck Inspection Station Section of the Pacific Highway in Jackson County. Bids received October 25, 1990. Contract No. 10,981 awarded on November 14, 1990, to LTM, Inc., dba Lininger Tru-Mix, Inc., Medford, at $777,836.50.

2) Work on the Cornell Road Interchange Section of the Sunset Highway in Washington County. Bids received October 25, 1990. Contract No. 10,982 awarded on November 8, 1990, to Wildish Standard Paving Co, Eugene, at $13,781,435.25.

3) Work on the Crater Lake Interchange at Biddle Road Section of Crater Lake Highway in Medford, Jackson County. Bids received October 25, 1990. Contract No. 10,983 awarded on November 14, 1990, to Schoolhouse R Electrical Construction, Ashland, at $97,678.00.

4) Work on the Ukiah-Hilgard Highway at Spring Creek Road in Union County. Bids received October 25, 1990. Contract No. 10,984 awarded on November 8, 1990, to Coral Construction Company, Wilsonville, at $102,121.50.

5) Work on the Deer Creek Bridge Section of Deer Creek Flats County Road in Yamhill County. Bids received October 25, 1990. Contract No. 10,985 awarded on November 8, 1990, to West Coast Structures, Inc., Clackamas, at $152,969.50.

6) Work on the Oswego Highway at Pimlico Drive in Clackamas County. Bids received October 25, 1990. Contract No. 10,986 awarded on November 8, 1990, to Roy L. Houck Construction Company, Salem, at $300,171.00.

7) Rockfall protection fence on the Shellrock Mountain Section of the Columbia River Highway in Hood River County. Bids received October 25, 1990. Contract No. 10,987 awarded on November 8, 1990, to Coral Construction Company, Wilsonville, at $496,619.00.

8) Work on the South End One Way Couplet-Tacoma Street Section of Pacific Highway East in Portland, Multnomah County. Bids received October 25, 1990. Contract No. 10,990 awarded on November 8, 1990, to Mocon Corporation, Salem, at $1,124,569.60.

Dated this 28th day of November, 1990

(Signature)

for Donald E. Forbes, State Highway Engineer

November 26, 1990

D

12/18/90

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY STATE HIGHWAY DIVISION LEGAL SECTION

Period from 07/01/90 through 09/30/90

	No.	Amount
Claims Pending at Beginning of Period	445	$488,710.16
Claims Pending at End of Period	447	$780,015.62

Money Collected During Period

Installment Payments	81	$ 5,389.04
Compromise Payments	-0-	$ -0-
Payments in Full	108	$128,777.78
TOTAL		$134,166.82

Claims Abandoned During Period	10	$ 9,994.52

Damage Cases (Actions Filed)	131	$147,673.09
Uncollected Judgments	*-0-	$ -0-

*Referred to Department of Revenue for Collection

BLM:aml:lmb(0661F)-MEMO-017

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) Signed the following Special City Allotment agreements: (Transportation Commission approved September 18, 1990.)

MGR. PROGRAM SECTION
Manager___ Admin___ Res___
Program___ Fiscal___ Local___

NOV 27 1990

Refer To ___
D/D___ D/P___ Act___
Recds___ File___ Distr___

DATE SIGNED	CITY	PROJECT
10-16-90	Madras	"B" St. (5th-10th)
10-17-90	Pilot Rock	N.E. Elm St. (NCL-4th St.)
10-19-90	Butte Falls	South St. (Pine St.-Laurel St.)
10-23-90	Fossil	Third St. (Jay St.-Jefferson St.)
10-25-90	Myrtle Creek	Orchard Dr. (Division-Rice St.)
10-26-90	Elgin	Birch St. (12th-17th Ave.) and 14th Ave. (Birch-Division St.)
11-01-90	Lakeside	Jacobson Way (8th-Rainbow Ln.)
11-01-90	Hines	S. West Circle Dr. (W. Barnes-US20)
11-01-90	Sutherlin	S. State St. from E. Central to Valentine St.
11-05-90	Independence	Gun Club Rd. (Picture-Hoffman)
11-05-90	Yamhill	N. Larch Place (Main St.-end)
11-05-90	Willamina	Barber Ave. (Hwy. 18-SW Fir St.)
11-05-90	Gervais	Fifth St. (Grove-Ivy Ave.)
11-08-90	Halfway	Various streets
11-08-90	Molalla	Center St. (Main-Heintz St.)
11-13-90	Rogue River	Pine St. (Depot-Main St.)
11-14-90	Gold Beach	Airport Way (Moore St.-north end of Airport Way
11-14-90	Scappoose	SE Sixth St. (SE Vine-SE Fay)

2) On October 16, 1990, approved a resolution with the City of Sandy concerning allocation of funds in the amount of $25,000 for widening Pleasant Street between Revenue Avenue and Ten Eyck Road.

3) On October 23, 1990, approved a resolution with the City of Hood River concerning allocation of funds in the amount of $25,000 for improvement of State Avenue between 9th and 13th Streets.

731-0314A (10-90)

4) On October 25, 1990, approved a supplemental agreement with the City of Woodburn concerning the construction of the Front Street-Pacific Highway East Section of Cleveland Street. This supplement authorizes $48,763 of FAU funds beyond the amount provided to the City in the current Surface Transportation and Uniform Relocation Assistance Act. (State Highway Engineer approved original agreement November 29, 1985.)

5) On November 2, 1990, approved an agreement with the City of Grants Pass defining landscape maintenance responsibilities on the Foothill Blvd.-Rogue River/Redwood Highway Jct. Section of the Redwood Highway located with the City.

6) On November 9, 1990, signed a Special City Allotment agreement with the City of Hood River for the improvement of the 9th Street-13th Street Section of State Avenue in Hood River County. (Transportation Commission approved November 15, 1988.)

Dated this 27th day of November, 1990

Cam Gilmour

Cam Gilmour, Manager
Program Section

November 26, 1990

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On October 25, 1990, approved that the parking be removed on the south side of Mt. Hood Highway No. 26 from M.P. 13.39 to M.P. 13.43 in the City of Gresham, Multnomah County.

2) On November 8, 1990, approved an agreement with the City of Reedsport and the Richard K. Boas Family Trust for a traffic signal installation at the intersection of the Oregon Coast Highway and 13th Street in Douglas County.

Dated this 30 day of November, 1990

Dwayne Hofstetter, Traffic Engineer

November 26, 1990

731-0314A (10-90)

G

MINUTES OF 12/18/90

DATE: **NOVEMBER, 1990**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **DESCHUTES COUNTY: TERREBONNE-O'NEIL JCT. - THE DALLES-CALIFORNIA HWY.:** File 6054 005 - Containing 25,620 Sq. Ft.; $1,800; Approved 10/22/90.

2) **LANE COUNTY: OAKHILL-EUGENE-SPRINGFIELD SECT. - FLORENCE-EUGENE HWY.:** File 44077-A - Containing 14,330 Sq. Ft.; $17,900; Approved 10/05/90.

3) **LANE COUNTY: PRAIRIE RD.-EUGENE - PACIFIC HIGHWAY EAST:** File 02208 - Containing 4.95 Acres; $7,200; Approved 10/18/90.

4) **LINCOLN COUNTY: NEWPORT-WALDPORT - PACIFIC HIGHWAY EAST:** File 11106 - Containing 0.33 Acres; $3,025; Approved 10/15/90.

5) **LINN COUNTY: LAKE CREEK-PACIFIC SECTION - CORVALLIS-LEBANON HIGHWAY:** File 55485 - Containing 24,630 Sq. Ft.; $8,400; Approved 10/11/90.

6) **MARION COUNTY: 12TH ST. S.E.-24TH ST. S.E. - MISSION STREET:** File 54258-A - Containing 4,820 Sq. Ft.; $17,350; Approved 10/04/90.

7) **POLK COUNTY: SALMON RIVER @ THREE RIVERS - SALMON RIVER HIGHWAY:** File 6035 015 - Containing 20,530 Sq. Ft.; $565; Approved 10/23/90.

8) **UMATILLA COUNTY: MANAGEMENT HOME PURCHASE:** Located at Rt. 4 - Box 4315, Hermiston OR; File 6003 003 - 0.72-acre lot and 2,349 Sq. Ft. Residence; $56,000; Approved 10/05/90 (Approved one year ago @ $68,000).

MODIFICATION OF LEASE: (35-45)

9) Modification of Lease between Barbara J. Riley; Kevin Crissman; Cheryl Crissman; and ODOT. State is exercising its right under terms of a 99-yr. lease between K. K. Kubli, et al and ODOT dated 11/29/27 to modify by releasing a portion of the K.K. Kubli Quarry Site in Section 27 (3.60 acres) and substituting a parcel in Section 34 (3.73 acres); File 22320 aka Q 117; **BEAR CREEK SECTION - SIUSLAW HWY.; LANE COUNTY**; No monetary exchange; Approved 10/19/90.

AGREEMENTS: (35-48)

10) ODOT Agreement No. 1313; Letter Agreement between State of Oregon and Burlington Northern Railroad Company granting State to enter R.R. property; **TERREBONNE-O'NEIL JCT. SECTION;** R.R. will grant State, by separate instrument, an easement for public roadway which will supersede and cancel this letter agreement; Consideration for letter agreement $1,500; Approved 10/15/90.

PERSONAL SERVICE CONTRACTS: (35–47)

11) Addendum to Contract: Original Building Repair and/or Demolition Contract with Bartells Materials Management, Inc. for demolition of Grunwaldt Bldg. appeared on July, 1990 Commission Report; **CURTIS AVE.–COALBANK SECTION – OREGON COAST HWY.**; **COOS COUNTY**; This addendum revises contract to accommodate special handling of asbestos in building; Additional $650 cost; Approved 7/08/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND DRIVE – PACIFIC HIGHWAY WEST:

6044 004	Evanite Fiber Corporation	$ 1,600	App. 10/02/90
6044 010	Delbert & Louise McClachlin	$ 750	App. 10/22/90
6044 022	City of Corvallis	Donation	App. 10/02/90
6044 023	Bertsch Transfer & Storage	$ 675	App. 10/23/90
6044 031	Carol J. Clark	$ 2,300	App. 10/02/90
6044 037	Steven L. Callis, Personal Rep.	$ 2,100	App. 10/24/90
6044 051	City of Corvallis	Donation	App. 10/02/90
6044 052	Roger N. & Anita M. Dunn	$ 1,775	App. 10/23/90
6044 074	Danny R. & Gretchen I. Syhre	$ 750	App. 10/09/90
6044 077	Carol L. Weistart; Almina Spence	$ 2,150	App. 10/09/90
6044 078	Robert W. & Claranell Hardenburger	$ 4,179	App. 10/02/90
6044 083	Hein & Perlenfein, Inc.	$ 6,250	App. 10/11/90
6044 084	Dale B. Ramsay	$ 4,375	App. 10/04/90
6044 085	James L. & Karen Brady	$ 1,695	App. 10/11/90
6044 087	City of Corvallis	Donation	App. 10/15/90
6044 089	Mary R. Chorak	$ 5,100	App. 10/22/90
6044 097	Perry O. & Diane L. Paine	$ 2,475	App. 10/09/90
6044 098	L. Wayne Swenson	$ 2,250	App. 10/15/90
6044 100	James & Virginia Cooper	$ 2,400	App. 10/15/90
6044 102	Mary Chorak	$ 11,100	App. 10/18/90
6044 103	Elwell M. & Laura J. Krause	$ 7,020	App. 10/22/90
6044 106	William M. & Helen Marie Anderson	$ 1,860	App. 10/03/90
6044 107	Gae Nell East	$ 1,550	App. 10/04/90

CLACKAMAS COUNTY:

BEAR CREEK–KEITH ROAD – WOODBURN–ESTACADA HIGHWAY:

6071 011	Thomas B. & Peggy E. Lancaster	$ 550	App. 10/24/90

SPANGLER HILLS–MULINO –CASCADE HIGHWAY SOUTH:

57817	Donald P. Getner, Pers. Rep. Supplemental: Addt'l. Cost to Cure – well	$7,028.30	App. 10/04/90

TACOMA STREET INTERCHANGE–S.E. 17TH – PACIFIC HIGHWAY EAST:

6041 025	Jaedoo & Wonjoo Lee (Milwaukee Cleaners)	$ 600	App. 10/09/90

Report of Actions Taken Under Delegated Authority
November, 1990 – Page Three

OPTIONS: (Continued)

COOS COUNTY:

COQUILLE REROUTE – COOS BAY–ROSEBURG HIGHWAY:

6028 004	Coos County/City of Coquille	$ 11,900	App. 10/04/90
6028 023	Horace R. & Margaret E. Mendenhall	$ 2,950	App. 10/26/90
6028 026	Wayne R. Thompson, Jr.; Sally S. Thompson	$ 700	App. 10/22/90

CURRY COUNTY:

ROGUE RIVER BRIDGE–GOLD BEACH – OREGON COAST HIGHWAY:

58533	Port of Gold Beach	$ 13,100	App. 09/26/90

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 003	Elva June Gould	$ 15,950	App. 10/26/90
6032 039	Daniel L. Miller (G.N.A.F.F. Investments)	$ 1,550	App. 10/22/90
6032 058	David G. & Kristin K. Segall	$ 1,300	App. 09/28/90
6032 074	Ivan R. Copley	$ 2,750	App. 10/08/90

TERREBONNE–O'NEIL JCT. – THE DALLES–CALIFORNIA HIGHWAY:

6054 003	Julius H. Spece II; Jeanne L. Spece	$ 1,500	App. 10/04/90
6054 017	Kenneth J. & Melinda J. Putvin	$ 750	App. 10/04/90
6054 030	Burlington Northern Railroad Co.	$ 1,500	App. 10/18/90
6054 032	Kenneth J. & Melinda J. Putvin	$ 150	App. 10/14/90

DOUGLAS COUNTY:

CAMAS MTN. WAYSIDE–MUNN'S CREEK – COOS BAY–ROSEBURG HIGHWAY:

58575	Hugh G. Scheler & DeWilla L. Scheler	$ 500	App. 10/04/90

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE RD. – MT. HOOD FREEWAY:

57165	Hood River County	Donation	App. 09/28/90
57165	(Exhibit C. of Option: State agrees to pay Hood River County Forestry Dept. toward construction and installation of gate on County Forestryland at Gilhouley Rd. & Hwy. 35.)	$ 1,500	App. 09/28/90

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE (PHASE II) – PACIFIC HIGHWAY:

58272	William C. Cornitius	$ 1,000	App. 10/11/90

Report of Actions Taken Under Delegated Authority
November, 1990 – Page Four

OPTIONS: (Continued)

JOSEPHINE COUNTY:

FOOTHILL BLVD–ROGUE RIVER/REDWOOD HWY JCT. – REDWOOD HIGHWAY:

57424	Milton R. & Bonnie J. Sessler *$82,500 paid in cash; Remainder, in trade of 4,950 S.F. of excess land valued @ $10,000.	$ 92,500*	App. 10/15/90
58711	Ballinger & Son Industrial Warehousing (Permit of Entry)	$ 1,000	App. 10/22/90

KLAMATH COUNTY:

CRATER LAKE BOUNDARY–FORT KLAMATH – CRATER LAKE HIGHWAY:

6068 007	Gladys O. Brewer; William Brewer	$ 1,315	App. 10/05/90
6068 008	Charley Livestock Company	$ 250	App. 10/22/90

LANE COUNTY:

SALMON CREEK (OAKRIDGE BRIDGE) – WILLAMETTE HIGHWAY:

6029 022	Orval & Wanda G. Byerley	$ 900	App. 10/26/90

MALHEUR COUNTY:

AIRPORT WAY–CAIRO JCT. – OLDS FERRY–ONTARIO HIGHWAY:

6042 014	Uchida Farms, Inc.	$ 900	App. 10/04/90
6042 019	The Church of Jesus Christ of Latter–Day Saints	$ 4,675	App. 10/04/90
6042 036	Velma M. Sato	$ 540	App. 10/18/90

MARION COUNTY:

HAYESVILLE INTERCHANGE – PACIFIC HIGHWAY:

6045 001	Lawrence E. George, Personal Rep.	$ 70,000	App. 10/05/90

MULTNOMAH COUNTY:

UNION/GRAND AVE. VIADUCT–S.E. RIVER ROAD – PACIFIC HIGHWAY EAST:

58307	Wendco Northwest, Ltd.	$ 35,200	App. 09/24/90
58317	Tenino Terrace, Ltd. Partnership	$ 37,325	App. 09/28/90

POLK COUNTY:

SALMON RIVER @ THREE RIVERS HWY. – SALMON RIVER HIGHWAY:

6035 016	Jude E. & Terry Lehner *$6,000 paid in cash; Remainder, in trade of 20,530 Sq. Ft. excess parcel from File 6045 015 valued @ $565.00.	$ 6,565*	App.10/24/90

TILLAMOOK COUNTY:

SAND LAKE SECTION – OREGON COAST HIGHWAY:

58152	H. Clay Myers, Jr., et al	$120,000	App. 10/22/90

Report of Actions Taken Under Delegated Authority
November, 1990 – Page Five

OPTIONS: (Continued)

UMATILLA COUNTY:

UPRR O'XING–PENDLETON HWY. (MIDDLE UNIT) – PENDLETON–COLD SPRINGS HIGHWAY:

6052 002	Levi W. Weidert; Loretta J. Weidert	$ 850	App. 10/02/90
6052 004	Michael & Jill Thorne	$ 160	App. 10/02/90

UPRR O'XING–PENDLETON HWY. (SOUTH UNIT) – PENDLETON–COLD SPRINGS HIGHWAY:

6051 002	Larry S. & Karen N. Applegate	$ 200	App. 10/15/90

WASHINGTON COUNTY:

BEAVERTON–TUALATIN @ S.W. BURNHAM ST. (TIGARD) – BEAVERTON TUALATIN HIGHWAY:

6077 001	Hoody Corporation	$ 850	App. 10/26/90

M.P. 12.033 – PACIFIC HIGHWAY WEST:

6007 017	Avalon Park Associates Limited Partnership	Donation	App. 10/23/90

MURRAY BLVD.–FANNO CREEK – SCHOLLS HIGHWAY:

6047 028	Kay M. Metcalfe	$ 2,900	App. 10/01/90
6047 037	Glenborough Operating Co., Ltd.	$ 26,400	App. 06/21/90
6047 040	Conestoga Park #1	$ 15,750	App. 10/22/90
6047 042	Trustees of the Alaska Hotel & Restaurant Employee's Pension Trust (% Quantum Commercial Group)	$ 30,150	App. 09/12/90

MURRAY BLVD. INTERCHANGE – SUNSET HIGHWAY:

58627	Hector F. Unger	$ 6,600	App. 10/18/90
58630	Marlene L. Storie	$ 5,500	App. 10/09/90
58636	Richard M. & Betty L. Weigel	$ 10,900	App. 09/28/90

Dated this 7th day of November, 1990

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

AIRPORT WAY - CAIRO JCT. SECTION OF THE OLDS FERRY-ONTARIO HIGHWAY

6042035 - Anastacio C. Gonzales et al — Offer: $2,550.00

MARY'S RIVER-KIGER ISLAND DRIVE SECTION OF THE PACIFIC HIGHWAY WEST

6044061 - Ewart B. Lewis — Offer: $5,100.00

MURRAY BLVD.-FANNO CREEK SECTION OF THE SCHOLLS HIGHWAY

6047036 - On The Green Condomium, — Offer: $31,100.00

MURRAY BLVD. INTCHGE. SECTION OF THE SUNSET HIGHWAY

58648 - Westlake Village Condominium Unit Owners et al — Offer: $4,420.00

TERREBONNE-O'NEIL JCT. SECTION OF THE DALLES-CALIFORNIA HIGHWAY

6054021 - Roy E. Dimick — Offer: $9,500.00
6054022 - Gene Dimick — $1,100.00
6054023 - Randall Pozzi — $2,500.00

ZIGZAG-RHODODENDRON SECTION OF THE MT. HOOD HIGHWAY

58845 - Evelyn Gordon — Offer: $350.00

Dated this 27th day of November, 1990

STEVEN GREEN, Right of Way Manager

731-0314A (10-90)

H

12/18/90

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	**SECTION AND COUNTY**
Michael A. Becker,General Contractor Contract No.10472 Acceptance Date: November 13,1990	Farewell Bend Poe Truck Inspection Station Malheur County
Donald B. Murphy Contractor,Inc. Contract No. 10505 Acceptance Date: November 13,1990	Columbia River(Interstate) Bridge Mult. Co. Or.,Clark Co. Wa.
Roseburg Paving Co. Contract No. 10662 Acceptance Date: November 13,1990	Odell Avenue - Stevens St.(Roseburg) Douglas County
Blickle Co. Contract No. 10676 Acceptance Date: November 13,1990	Santiam Highway at MP 33.9 Linn County
LTM,Inc. dba Lininger Tru-Mix,Inc. Contract No. 10867 Acceptance Date: October 24,1990	N.C.L. Jacksonville-Riverside Jackson County
Tri-State Construction,Inc. Contract No. 10808 Acceptance Date: November 19,1990	Stadium Freeway at S.W. 6th Avenue Multnomah County
J.C. Compton Contractor,Inc. Contract No. 10838 Acceptance Date: November 19,1990	Fryer Road - Redmond Deschutes County
Roseburg Paving Co. Contract No. 10863 Acceptance Date: November 19,1990	Scottsburg - Wells Cr. Douglas County
Sheer's Construction Contract No. 10879 Acceptance Date: November 19,1990	Lakeview Rock Production Lake County

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12/18/90

White Construction Co.
Contract No. 10919

Acceptance Date: November 19,1990

S.E. Monroe St.-S.E. 44th Ave(Milwaukie)
Clackamas County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$4,431,066.894	$20,792,724.63
Anticipated Costs	$4,457,862.09	$21,341,515.49
Percentage Overrun (Underrun)	+0.06%	+2.6%

for Wayne Cobine, Manager
Office of Operations
Date 11-21-90

BMW:bmw

DELAUTH

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12/18/90

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	**SECTION AND COUNTY**
W.R.Grasle Co. Contract No. 10643 Acceptance Date: October 17,1990	Cascade Hwy.N. at S.E. Owen Dr. Clackamas County
James W. Fowler Co. Contract No. 10692 Acceptance Date: October 17,1990	7th St. - 9th St. (Astoria) Clatsop County
E.M.W. Construction Co. Contract No. 10824 Acceptance Date: October 17,1990	McKay Cr.(Lamonta Road) Bridge Crook County
Copeland Paving,Inc. Contract No. 10853 Acceptance Date: October 18,1990	S.Highline Canal - Murphy Cr. Rd. Josephine County
Angell Asphalt & Aggregate,Inc. Contract No. 10854 Acceptance Date: October 18,1990	MP 95.0 - Clover Flat Road Lake County
JAL Construction,Inc. Contract No. 10858 Acceptance Date: October 18,1990	Dry Creek Bridge Wheeler County
Angell Asphalt & Aggregate,Inc. Contract No. 10868 Acceptance Date: October 18,1990	MP 24.0 - MP 40.0 Lake County
Roseburg Paving Co.,Inc. Contract No. 10899 Acceptance Date: October 18,1990	Susan Cr.-Wright Cr. Rd. Douglas County

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12/18/90

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$2,060,629.74	$16,361,657.74
Anticipated Costs	$1,934,859.40	$16,883,653.40
Percentage Overrun (Underrun)	-6.2%	+3.1%

Kenneth D. Karnosh

Kenneth D.Karnosh
Contract Administration Engineer

BMW:bmw

DATE October 19, 1990

DELAUTH^E

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following action was taken:

1) On October 25, 1990, approved the following abandonment of a damage claim:

CAO-90-252: Claim in the amount of $1,576.34 against Allen Lee Fischer for damage to GM barrier on the Pacific Highway at MP 291.0 in Washington County. Mr. Fischer's semi truck was forced into the barrier by an unknown automobile.

Dated this 28 day of November, 1990

Don Adams
Region 1 Engineer

November 26, 1990

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following action was taken:

1) On October 8, 1990, approved the following abandonments of damage claims:

CAO-89-009: This is a duplicate of CAO-88-387, which has been paid and closed. The amount is $2,142.57 for damage on the Corvallis-Newport Highway in Lincoln County.

CAO-89-264: Claim in the amount of $325.07 for damage on the Oregon Coast Highway, MP 155.7, Lincoln County. Roy Charles Ramp, driver of the vehicle, apparently had taken the vehicle without permission. Car was uninsured and mail returned unclaimed.

CAO-89-540: Claim for burnt pavement and traffic control in the amount of $319.09 (remaining balance of $589.09) against David Gosder, who died in this accident on the Corvallis-Lebanon Highway, MP 9.6, Linn County.

CAO-89-723: Claim in the amount of $444.38 against Maedean Hatton Burns for guardrail damage on the Pacific Highway in Linn County. Attempts to reach Ms. Burns have been unsuccessful.

Dated this 28th day of NOVEMBER, 1990

Ken Husby
Region 2 Engineer

November 26, 1990

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

1) On September 27, 1990, approved the following abandonment of three damage claims:

CAO-89-226: Claim against Elwin Saling who was killed in an accident on the Oregon Coast Highway No. 9, Coos County. District office has advised that there will be no charges involved in this claim.

CAO-90-155: Claim in the amount of $936.40 against John White Napier for damage to guardrail on the Pacific Highway at MP 176, Lane County. Mr. Napier had no insurance or assets to cover this claim.

CAO-90-328: Claim in the amount of $1,177.24 against Sean Michael McGhee for damage to guardrail on the Pacific Highway at MP 52.50, Josephine County. Mr. McGhee was killed in this accident and he had no insurance or assets to cover this claim.

Dated this 27th day of November, 1990

James Gix
Region 3 Engineer

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following action was taken:

1) On October 15, 1990, approved the following abandonment of two damage claims:

CAO-89-005: Claim in the amount of $3,073.43 against Hatley Construction for damage to the roadway on which he was working on the Pendleton-John Day Highway, Hwy. 28 at MP 18, Umatilla County. This claim is abandoned as there is no positive proof of responsibility.

CAO-89-444: Claim against Opal Smith for a vehicle fire at MP 218.50 on the Old Oregon Trail, Hwy. 6, Umatilla County. The district advises there are no repairs or costs on this claim.

Dated this 29 day of November, 1990

D. X. Wilson
Region 5 Engineer

November 26, 1990

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Roadway Section Manager, the following action was taken:

1) On October 23, 1990, approved a personal service contract with Jason A. Marks for data processing services through November 30, 1990, at a cost not to exceed $400.

Dated this 28th day of November, 1990

Jack Sullivan

Jack Sullivan
Roadway Section Manager

November 26, 1990

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	12/18/90

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On October 22, 1990, approved an interagency agreement with Chemeketa Community College for conducting IBM - Compatible Personal Computer Systems Courses during the period November 1 to December 19, 1990, at a cost not to exceed $9,694.

Dated this 27 day of November, 1990

W. J. Quinn
Engineer of Materials and Research

November 26, 1990

RECEIVED
NOV 27 1990
731-0314 (10-90)
MATERIALS DIVISION
OFFICE

TO: Oregon Transportation Commission 12/18/90

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1. On September 19, 1990, approved a personal service contract with Columbia Consulting Engineers, Inc., to prepare electrical and mechanical drawings for the Lloyd Center Mall DMV Express Office improvement. The contract covers the dates of September 1, 1990 to June 30, 1991, at a cost of $ 1,800.00.

2. On September 19, 1990, approved a personal service contract with Trans 360, Inc., to conduct two training sessions at the Fall Driver License Examiner Conference. The contract covers the period of October 16, 1990, at a cost of $ 200.00.

3. On November 5, 1990, approved a personal service contract with Cogan, Sharpe, Cogan to complete a final site selection analysis for DMV Headquarters. The contract covers the period of November 5 to November 29, 1990, at a cost of $ 9,995.00.

4. On November 29, 1990, approved an amendment to the personal service contract with DMR Group, Inc., to facilitate an ISS Action Plan Executive Workshop. The amendment covers the dates of January 16 and 17, 1991, at a cost of $ 5,000.00.

5. On November 29, 1990, approved a personal service contract with Bettinger and Redburn to provide consultation to DMV staff and selected management to improve communications in the Salem area. The contract covers the period of November 29, 1990 to January 31, 1991, at a cost of $ 2,000.00.

6. On November 30, 1990, approved an interagency service agreement with OSU Survey Research Center to conduct a survey to determine public attitudes and awareness of the Mandatory Insurance Law. The agreement covers the period of December 15, 1990 to April 30, 1991.

Dated this 3RD day of DECEMBER, 1990

David P. Moomaw, Administrator
Motor Vehicles Division

Report of Condemnation Cases Optioned [Dismissed]

State v. T. G. Howard
L-9469
R-57424
Section: Foothill Blvd. Rogue River
Highway: Redwood Hwy
County: Josephine
Remarks: Settled by Right of Way
Attorney: Roger R. Warren

Report of Condemnation Cases Settled

State v. Fifth Avenue Corp. et al.
L-9608
R-58733
Section: Cornell Road Interchange
Highway: Sunset
County: Washington
State's Offer: $514,111
State's Highest Appraisal: $514,111
Settlement Amount: $514,111
Attorney: Roger R. Warren

State v. Hanson
L-9535
R-58654
Section: O'Neil Jct.-Redmond Couplet
Highway: The Dalles-California Highway
County: Deschutes
State's Offer: $2,600
Defendant's Answer: $22,000
State's Highest Appraisal: $10,000
Settlement Amount: $7,200
Attorney: Roger R. Warren

State v. Norton
L-9460
R-57647
Section: S.E. 21st-Baseline
Highway: Tualatin Valley
County: Washington
State's Offer: $2,900
Defendant's Answer: $20,966
State's Highest Appraisal: $2,900
Settlement Amount: $6,000
Attorney: Roger R. Warren

Report of Condemnation Cases Settled/Cont'd

State v. Prairie States Life Insurance
L-9616
R-6026009
Section: Terwilliger Blvd. Inchge.
Highway: Pacific
County: Multnomah
State's Offer: $2,400
State's Highest Appraisal: $2,400
Settlement Amount: $2,400
Attorney: Roger R. Warren

State v. Blackrock Trail Trust, Lytle
L-9390
R-57404
Section: Foothill Blvd-Rogue River
Highway: Redwood
County: Josephine
State's Offer: $90,525
Defendant's Answer: $150,000
State's Highest Appraisal: $132,500
Settlement Amount: $115,000
Attorney: Roger R. Warren and Robert Petersen

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12/18/90

Report of Condemnation Cases Optioned [Dismissed]

State v. Atlantic Richfield
L-9609
R-58141
Section: Cornell Road Interchange
Highway: Sunset
County: Washington
Remarks: Settled by Right of Way
Attorney: Roger R. Warren

State v. Looney
L-9297
R-56196
Section: S.C.C. Scappose - Mult. Co. Line
Highway: Columbia River
County: Columbia
Remarks: Settled by Right of Way
Attorney: Roger R. Warren

State v. Rhodes
L-9546
R-56791
Section: Queen Ave - Corvallis - Lebanon Section
Highway: Albany - Junction City
County: Linn
Remarks: Settled by Right of Way
Attorney: Roger R. Warren

State v. Conestoga Park
L-9626
R-6047040
Section: Murray Blvd. - Fanno Creek
Highway: Scholls
County: Washington
Remarks: Settled by Right of Way
Attorney: Roger R. Warren

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12/18/90

Report of Condemnation Cases Settled

State v. B. Stone, et al.
L-9490
R-58372
Section: Cascade Hwy. N. - Lester Interchange
Highway: Johnson Creek Blvd.
County: Clackamas
State's Offer: $10,225
Settlement Amount: $10,500
Attorney: Roger R. Warren

State v. Ropp
L-9603
R-55636
Section: Lincoln Beach - Fogarty Creek
Highway: Oregon Coast
County: Lincoln
State's Offer: $3,100
State's Highest Appraisal: $2,175
Settlement Amount: $3,100
Attorney: Roger R. Warren

State v. Bauer
L-9602
R-55635
Section: Lincoln Beach - Fogarty Creek
Highway: Oregon Coast
County: Lincoln
State's Offer: $240
State's Highest Appraisal: $160
Settlement Amount: $400
Attorney: Roger R. Warren

State v. Raymond
L-9492
R-58374
Section: Cascade Hwy - Lester Interchange
Highway: Johnson Creek Blvd.
County: Clackamas
State's Offer: $12,500
State's Highest Appraisal: $7,250
Defendant's Answer: $50,000
Settlement Amount: $12,500
Attorney: Jack Landau

Report of Condemnation Cases Settled/Cont'd

State v. Texaco Refining and Marketing
L-9388
R-57033
Section: Scholls Hwy. - Hall Blvd.
Highway: Scholls
County: Washington
State's Offer: $100,000
State's Highest Appraisal: $142,850
Defendant's Answer: $150,000
Settlement Amount: $100,000
Attorney: Robert A. Petersen

State v. Jack Howard, et al.
L-9272
R-56812
Section: Alsea River Waldport Bridge
Highway: Oregon Coast
County: Lincoln
State's Offer: $25,000
Defendant's Answer: $50,000
State's Highest Appraisal: $23,000
Settlement Amount: $25,000
Attorney: Lynn D. Larsen

State v. Olson
L-9384
R-57032
Section: Scholls Hwy - Hall Blvd.
Highway: Scholls
County: Washington
State's Offer: $36,000
Defendant's Answer: $52,500
State's Highest Appraisal: $50,000
Settlement Amount: $37,000
Attorney: Roger R. Warren

State v. Doffer Investment Inc.
L-9587
R-50379
Section: Rogue River Bridge Gold Beach
Highway: Oregon Coast
County: Curry
State's Offer: $91,028
Defendant's Answer: $142,000
State's Highest Appraisal: $91,028
Settlement Amount: $125,000
Attorney: Roger R. Warren

Report of Condemnation Cases Settled/Cont'd

State v. Seaside Golf Club
L-9528
R-58218
Section: Dooley Bridge - Cannon Beach
Highway: Oregon Coast
County: Clatsop
Defendant's Answer: $3,500
State's Highest Appraisal: $300
Settlement Amount: $1,000
Attorney: Roger R. Warren

State v. Angell
L-9411
R-58049
Section: NE Portland Hwy. - 201st Ave.
Highway: NE Portland Hwy.
County: Multnomah
Defendant's Answer: $6,500
State's Highest Appraisal: $250
Settlement Amount: $1,150
Attorney: Roger R. Warren

State v. Angell
L-9410
R-58048
Section: NE Portland Hwy. - 201st Ave.
Highway: NE Portland Hwy.
County: Multnomah
State's Offer: $750
Defendant's Answer: $6,500
State's Highest Appraisal: $750
Settlement Amount: $2,350
Attorney: Roger R. Warren

State v. Meling, et al.
L-9347
R-57616
Section: SE Lester Ave. Interchange
Highway: East Portland
County: Clackamas
Defendant's Answer: $15,000
State's Highest Appraisal: $6,000
Settlement Amount: $6,250
Attorney: Roger R. Warren

Report of Condemnation Cases Settled/Cont'd

State v. Madsen
L-9498
R-57502
Section: Camas Valley
Highway: Coos Bay - Roseburg
County: Douglas
Defendant's Answer: $10,140
State's Highest Appraisal: $5,000
Settlement Amount: $5,000
Attorney: Roger R. Warren

State v. Whaley
L-9472
R-57411
Section: Foothill Blvd. - Rogue River
Highway: Redwood
County: Josephine
Defendant's Answer: $49,900
State's Highest Appraisal: $31,800
Settlement Amount: $35,000
Attorney: Jack Landau

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12/18/90

INT

November 9,1990

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On November 9, 1990, $ 11,395,639.25 was distributed to the counties as their share of motor vehicle revenues for the month of October, 1990.

On November 9, 1990, $ 7,256,857.55was distributed to the cities for the month of October, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of November, 1990

Douglass R. Goldbach, Controller
Highway Division

VOLUME 18

PART 2

COMPLETE

MINUTES OF THE OREGON TRANSPORTATION COMMISSION

COVERING PERIOD

FROM

JANUARY 1, 1991

TO

JUNE 30, 1991

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

At 7 p.m., January 28, 1991, the Oregon Transportation Commission held a dinner meeting at the McNary Restaurant, 6255 River Road North, Salem, with the Emerging Small Business Committee. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Tony B. Lewis, Assistant Director for Finance
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Donald E. Forbes, State Highway Engineer
Jerry Hoffman, Coordinator of Emerging Small Business Program
Fran Neavoll, Commission Services

Also present were Senator Jim Hill, Chair of Business, Housing and Finance Committee, and Carol Kelsey, Administrator of Business, Housing and Finance Committee.

The following were present from the Emerging Small Business Committee:

S. Scott Benge, Co-Chair
Bruce Broussard, Member
James E. Cason, Member
Audrey Castile, Member
Rene Marx, Member

After dinner, Chairman Hollern thanked the Emerging Small Business Committee for their efforts in making contracting opportunities available to emerging small businesses. He said after more than a year of operation, there have been some areas identified in the original legislation that may require "fine-tuning", which has been reflected in Senate Bill 63. He mentioned during the review of the agency's budget, the Commission agreed that this program should continue for at least another biennium even if the sunset provision in the current law goes into effect. He said the Department is interested in reviewing the effect of new administrative rules developed by the Department of Higher Education for their ESB Program. He commented if they hold up to trade association challenges, the Department will adopt the spirit of the rules. This would allow the Department to set goals for ESB participation in construction projects, again increasing opportunities for ESBs.

Senator Hill expressed his gratitude for the work done on this program.

Mr. Hoffman explained that Senate Bill 63 introduced to the 1991 Legislature would do the following:

1) Change the ESB definition to reflect lower gross earnings to be certified.

2) Extend the ESB Program through the 1991-93 biennium.

3) Return unexpended ESB Funds from 1989-91 budget to the 1991-93 ESB account.

4) Adds "maintenance" to the allowable uses for ESB funds.

5) Allows individuals and businesses seeking public contracts to provide security for bids and performance through individual as well as corporate sureties.

Mr. Hoffman said Governor Roberts has identified small business fitness as a key component of her statewide agenda. He said the Department feels that the ESB effort has served as a model for the rest of the State and looks forward to participating in the Governor's efforts to maintain and enhance the strength of Oregon's small business community.

Mr. Hoffman mentioned that Senate Bill 63 will open up more opportunities for ESBs in the area of maintenance. These contracts tend to be smaller and are generally in areas requiring less technical skill or experience.

Following a general discussion concerning the ESB Program, the dinner meeting adjourned at 8:25 p.m.

The Oregon Transportation Commission began their regular monthly meeting at 8:30 a.m., January 29, 1991, in Room 122 of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Tony B. Lewis, Assistant Director for Finance
Donald E. Forbes, State Highway Engineer
James Gix, Region 3 Engineer
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Dale Hormann, Assistant Attorney General
Al Steger, Acting Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Commissioner Ford moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the December 18, 1990, telephone meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2829 in Commission's files, Salem.)

3) Financial aid to municipalities program grant to the City of Corvallis in the amount of $4,500 to assist them in developing a business plan for the Corvallis Airport. Total cost of the plan would be $9,000.

4) Financial aid to municipalities program grant to the Port of Astoria in the amount of $4,500 to study the potential for, and the development of, a marketing plan for regular air carrier service to the Port of Astoria and surrounding area.

5) Authorized payment of $21,405 for 1991 membership dues to the American Association of State Highway and Transportation Officials.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Director of Transportation	Exhibit C
Assistant Director for Strategic Planning and Communications	Exhibit D
State Highway Engineer	Exhibit E
Program Manager	Exhibit F
Traffic Engineer	Exhibit G
Right of Way Manager	Exhibit H
Environmental Manager	Exhibit I
Office of Operations, Maintenance/Construction Engineer	Exhibit J
Roadway Engineer	Exhibit K
Region 1 Engineer	Exhibit L
Region 2 Engineer	Exhibit M
Public Transit Administrator	Exhibit N
Assistant Attorney General	Exhibit O
Highway Controller	Exhibit P

The Commission confirmed their next meeting dates of February 18 and 19, 1991, in Salem. The Commission tentatively set the dates for the following meetings as: March 18 and 19, 1991, in Salem and April 16 and 17, 1991, in Portland with Washington Department of Transportation and Commission.

Mark Ford briefed the Commission on the Energy Emergency Management Plan, which had been mailed to them previously. (Copy in Commission's files, Salem.) He explained this plan was formulated in cooperation with the Department of Energy and is designed to be consistent with their Petroleum Contingency Plan. He said this was produced to enable ODOT to respond to an energy crisis characterized by fuel shortages as previously there was no formal record of how the crisis plan would be implemented. He said the Department's response to a petroleum shortage is divided into several phases: crisis preparation, voluntary measures, emergency measures, and long-term measures. He mentioned that each of these phases involves three types of activities: a) information gathering and distribution, b) transportation facilitation, and c) maintenance of facilities and continuance of ODOT operations. The Plan would be implemented through an Energy Emergency Management Team.

Mr. Ford requested that the Commission adopt the plan as the official record of ODOT's intention should there be an energy crisis. Vice Chairman Whitty moved for approval. The motion carried unanimously by the Commission adopting the plan.

Mr. Bothman recognized Scott Benge as Small Business Owner of the Year.

Mr. Bothman reported that the Executive Department had completed a study which recommended the transfer of the Traffic Safety Commission to the Department of Transportation. The Governor has also included this transfer in her proposed budget and legislation has been drafted.

Mr. Bothman commented that the Department did not advocate nor lobby for introduction of House Bill 2475; however, he felt there were good reasons for consolidation. He said traffic safety is one of the Department's goals, and he cited two other examples. There is a Bicycle Advisory Committee within the Highway Division and there is also one in Traffic Safety. Another area of consolidation could be in the area of traffic safety data. He said the potential for administrative efficiencies are being identified at this time. He mentioned the bill is being heard before the Ways and Means Subcommittee and a transition team has been created to resolve issues in advance of the actual transfer.

Mr. Bothman requested an increase in the amount of Immediate Opportunity Funds previously authorized for improvements to the Coos Bay-Roseburg Highway near Grant Smith Road in Douglas County. He said the Commission approved at their September 18, 1990, meeting an estimated amount of $397,500. He explained that part of the project had been inadvertently left out of the funding request. This was an oversight and the extra work should be included as part of the project. The correct estimate for the project is $480,000 for IOF Funds with a total project cost of $960,000. Vice Chairman Whitty did not vote due to a conflict of interest. Commissioner Ford and Chairman Hollern approved the increase of IOF Funds to $480,000 and authorized the Director or State Highway Engineer to sign the agreement.

Mr. Meyerhoff recommended the appointment of Dan J. Vollum as a member of the Oregon Aviation Advisory Committee. He explained that Mr. Vollum would replace Mark Mulder, who has been unable to attend recent meetings. Mr. Vollum's term would expire December 31, 1993. Vice Chairman Whitty moved for the appointment. The motion carried unanimously appointing Mr. Vollum to the Aviation Advisory Committee.

Judy Gregory introduced Tony B. Lewis as the Assistant Director for Finance.

Tom Walsh requested the Commission's adoption of two resolutions endorsing the support of the Glenn Jackson Scholars Program. The resolutions covered one for the Department of Transportation and one for the Parks and Recreation Department.

John Elliott outlined three basic changes to the Jackson Scholars Program:

1) Beginning February 1, payroll deductions would be implemented for both Departments.

(Continued on next page)

2) Requested two members each from the Transportation Commission and the Parks Commission serve on a newly-created Independent Policy Committee. This would form a seven-member Independent Policy Committee of Tom Walsh, two ODOT representatives, two Parks representatives, Ron Schmidt, and Travis Cross.

3) That Parks appoint one representative to the Selection Committee. (The Selection Committee would include the Parks representative, Tom Walsh, Commissioner Ford, and a representative from the Higher Education Community.)

The Commission concurred with the changes as presented by Mr. Elliott. Commissioner Ford moved for adoption of the resolutions. The motion carried unanimously adopting the resolutions. (Wordage in Resolution was identical; therefore, only one shown below.)

GLENN JACKSON SCHOLARS PROGRAM
PARKS AND RECREATION DEPARTMENT
OREGON DEPARTMENT OF TRANSPORTATION
JOINT RESOLUTION

WHEREAS, Glenn L. Jackson served on the Highway and Transportation commissions for 20 years and was widely regarded as Oregon's "First Citizen"; and

WHEREAS, the Glenn Jackson Scholars Program was initiated to honor his commitment to Oregon and support for building highways, expanding state parks, preserving the historical past, promoting tourism and economic development, fostering education and affirming a vision of the future based on the natural strength and beauty of Oregon; and

WHEREAS, in 1984 the Oregon Transportation Commission appointed five Oregonians to serve on the Glenn Jackson Scholars Committee to establish policy and to oversee the program; and

WHEREAS, at least two scholarships are given annually to sons and daughters of Oregon Department of Transportation and Parks and Recreation Department employees; and

WHEREAS, applicants are evaluated on the basis of academic record, leadership qualities, moral character, financial need and evidence of individual efforts to address that need, and who plan to pursue their professional careers in Oregon; and

WHEREAS, a capital fund was established with the intent that the earned interest provide two annual scholarships for four years each; and

WHEREAS, Glenn Jackson Scholars are offered seasonal employment with either the Department of Transportation or Parks and Recreation Department.

NOW THEREFORE BE IT RESOLVED, that the Oregon Department of Transportation and the Parks and Recreation Department support the Glenn Jackson Scholars Program and will jointly work to provide educational opportunities for sons and daughters of employees, and

BE IT FURTHER RESOLVED, that the departments work together to achieve and maintain the necessary capital fund balance to ensure continuation of this worthwhile program.

Larry Christianson gave an update on the Traffic Safety Program, summarized as follows:

Traffic Accident Fatalities for 1990:

a) 579 traffic fatalities reported for 1990.

b) A reduction of almost 10% from 1989 and the lowest fatality count since 1985.

c) In 1989, Oregon's rate of 2.4 traffic deaths per 100 million miles placed Oregon 35th out of 51. In 1990, a rate of about 2.1 traffic deaths.

Successes of 1989-90 Traffic Safety Task Force Program:

a) Implementation of commercial driver licenses.

b) Provisional driver licenses for teens aged 15 - 17. (Teen deaths in 1988 were 56; in 1989 were 44; and in 1990 were 39.)

c) Older driver initiatives.

d) Employee safety innovations.

e) Regular fleet safety improvements.

f) Work zone safety courses.

g) Distribution of information on current road conditions.

Upcoming events: To broaden ODOT's involvement as a major player in the State's transportation safety community.

a) Transportation Safety Forum in Eugene on March 28, 1991.

b) Annual Transportation Safety Award Luncheon in Salem on May 21, 1991.

c) Engineering and Enforcement Conference in Bend on November 20-22, 1991.

Mr. Christianson thanked the Commission and Mr. Bothman for their support and commitment to transportation safety. (Written speech in Commission's files, Salem.)

Judy Gregory requested the authority to hire a consultant to develop a plan leading to the purchase and implementation of a computerized document storage and retrieval system for the Department.

She explained the project will address the needs for computerized access to images and texts by Commission Services, Accounting, Highway Operations, and the Motor Vehicles Division. The consultant would be asked to conduct a needs assessment, recommend pilot applications, and develop an RFP to acquire additional hardware and software. The estimated cost is $60,000 and the contract is to be completed by June 30, 1991. Commissioner Ford moved for approval. The motion carried unanimously authorizing the Assistant Director for Administration to select the consultant and sign the necessary contract.

Mr. Forbes requested authority to add two projects to the Construction Section of the 1991-96 Six-Year Highway Improvement Program and to cancel one current construction project. Vice Chairman Whitty moved for approval. The motion carried unanimously by the Commission authorizing the following changes to the program and for the State Highway Engineer to sign the necessary agreements:

Added project to the Construction Section of the Program.

Argay Downs and Thompson Street Soundwalls; I-84, Columbia River Highway, Multnomah County, construction cost - $260,000.

Argay Downs Soundwall: This would extend an existing wall. Originally, this complex was denied a soundwall because the parking area and frontage road were not considered outdoor-activity areas. The residents petitioned for a change along I-84 where a soundwall was originally denied. Noise measurements have been taken indicating there are adverse noise impacts from traffic. This project would construct a 670-foot soundwall.

Thompson Street Soundwall: Noise measurements indicate that the level exceeds FHWA noise abatement criteria. The project would extend the existing wall 360 feet.

Cancelled currently-programmed construction project and substituted with another.

Cancelled the Rhododendron-Timberline Highway; US26, Mt. Hood Highway, Clackamas County, construction cost - $1,000,000.

Added the Swedetown Road-Lost Creek Road; US30, Lower Columbia River Highway, Columbia County, construction cost - $1,000,000.

The Rhododendron-Timberline Highway is an overlay project currently scheduled for 1992. In 1994, there is a project to widen the roadway to four lanes. The pavement in this section is rated fair. Region 1 requested the funds be used on Swedetown Road-Lost Creek Road where the pavement is rated poor.

Upon Mr. Forbes' recommendation, Vice Chairman Whitty moved for approval of increases in project authorizations on two contracts. The motion carried unanimously by the Commission increasing the following contract authorizations:

1) Contract No. 10,783 for the La Grande-Baker Highway at Whitney Highway in Baker County, in the amount of $16,730.83 (6.1% increase).

2) Contract No. 10,578 for the Santiam Safety Rest Area on the Pacific Highway in Marion County, in the amount of $16,473.02 (13.2% increase).

Mr. Forbes requested authority to enter into a personal service contract to conduct a major road needs/finance study for the 1993 Legislature. This study would replace the original "Making the Right Turn" study of 1986 and is being prepared in coordination with the Oregon Transportation Plan. The completion date for the new study is January 1993. He explained that the staff is in the process of updating the current study for the 1991 Legislature. The Commission approved this update at the August 1990 meeting and agreed to allow the State to pay the costs up front with the counties and cities reimbursing the State when the 1993 study is funded.

Mr. Forbes said the total cost for both studies is estimated to be $1.8 million, with the State paying approximately 60 percent or $1,080,000. The cities and counties will fund the remaining $720,000 of the study. He requested authority to:

1) Hire a consultant to conduct the 1993 study. (Estimated cost $1,400,000.)

2) Hire a Project Manager to oversee the study for the two-year period. (Estimated cost $200,000.)

3) Enter into agreements with the cities and counties to reimburse the State for their share of the costs of both studies, for partial funding of the Project Manager position, and a $100,000 contingency fund for the study.

4) Authority to sign consultant contract and agreements with the cities and counties.

Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission approving Mr. Forbes' requests.

Mr. Forbes requested authority to enter into a flexible services contract for the cleanup of leaking underground storage tank sites in Waldport, Newport, and Grand Ronde in the amount of $200,000. He explained the request is made because the Division does not have staff qualified to perform design of cleanup actions associated with groundwater

contamination. The contract would be established for a two-year period and would be renewable at the end of the term if the cleanup efforts need to continue. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to assign the necessary contracts.

Mr. Forbes requested authority to enter into a personal service contract for geotechnical exploration and design of the Elk Creek-Brush Creek Road (Tunnel) Section on the Umpqua Highway in Douglas County. He said it has been determined that this section of highway needs to be reconstructed on a new alignment, which will require design and construction of two new structures over Elk Creek and a new tunnel. He explained that the staff does not have the necessary equipment, personnel, or experience to handle the geotechnical investigation and design of the tunnel. He requested authority to hire a geotechnical consultant, who has the necessary background and expertise in tunnel exploration and design and who will be available for consultation and advice during the construction phase. The work is expected to cost approximately $200,000. The project is scheduled for construction in Federal Fiscal Year 1993 in the current Six-Year Highway Improvement Program and will be funded from the Access Oregon Highways Program. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to select the consultant and sign the necessary contract.

Mr. Forbes requested authority to enter into an engineering consultant contract to develop the Redmond Traffic Study in Deschutes County. He explained the project will consist of a comprehensive transportation study with a recon-level environmental study. The study will focus on two primary goals:

1) To determine the flexibility and location of a bypass corridor; and

2) To identify fundable key improvements to the City of Redmond's arterial transportation system.

Mr. Forbes explained the study will be conducted in cooperation with the City of Redmond and Deschutes County at an estimated cost of $102,000. The City is expected to participate in the cost up to $30,000 and the State's share will be $72,000. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contract.

Mr. Forbes gave a status report on the gain sharing program. He said there have been seven pilots participating under this program and five of the seven will receive bonuses.

Mr. Forbes reported that he had granted special salary increases to the following senior managers for their performance over two years:

1) Dale Allen, Region 4 Engineer, for his innovations in recycling. At the present time, he is undertaking a pilot project of self-managed maintenance crews. In addition, the construction projects in that Region are below Statewide averages, under budget, and on schedule.

2) Bill Anhorn, Deputy State Highway Engineer, who has taken the place of three people.

James Gix, Region 3 Engineer, gave a status report on the Beltline-Barger Road Project in Eugene. He recalled that the State had taken over the Beltline Highway from Lane County in the late 70s. Two years ago, a project was added to the Six-Year Program to convert the section from the north city limits to the West 11th-Garfield Section into a four-lane section, which would bring all of the Beltline Highway into a freeway status. Currently that section is a two-lane facility. He mentioned that the City has recognized that Barger Road has a serious capacity and traffic congestion problem.

Mr. Gix continued that on October 15, 1990, a high school student was killed at the intersection of Barger and Beltline. He said the staff has been working with the school district and a six-point plan was developed. Part of that plan is a reduction in the speed zone and the item will be before the Speed Control Board in March. He mentioned proposals have been received from consultants in hopes of being able to move the project up in the Program. He said he would seek the Commission's approval after the consultant's work is completed.

Mr. Gix explained that the University of Oregon is seeking the vacation of the maintenance site on Franklin Boulevard in Eugene for student housing. He commented that site has not been appropriate for a maintenance facility, but it is not included in the current budget. He stated that if the University can provide proper assurances it may be necessary to appear before the Ways and Means Committee to move ahead with that project as far as acquiring a site.

Representatives of Tri-Met were present and gave a status report on the Westside Light Rail Corridor Project.

Bob Post reported that there has been significant progress made on the project as follows:

1) The design and draft environmental process has proceeded well and the document will be printed soon.

(Continued on next page)

2) Inclusion in an Appropriations Bill which directs the Urban Mass Transit Association to enter into an agreement for funding the project at the 75% level by September 30 of this year.

3) A commitment from Secretary of Transportation Samuel K. Skinner to provide the maximum Federal Funding for the Westside Light Rail Project from Portland to Hillsboro. (See letter dated October 24, 1990, from Mr. Skinner to Senator Mark Hatfield in Commission's files, Salem.)

4) Passage of Measure 26-1 last November indicated a high level of support for the project.

Mr. Post said they have been working with the local jurisdictions to expedite their decision process. He handed the Commission a time schedule for the draft EIS process, which outlines the significant steps that need to take place between now and September. (Time Schedule in Commission's files, Salem.)

Mr. Post also handed the Commission a local jurisdiction decision time process schedule from January 24 to April 15. (Copy of schedule in Commission's files, Salem.)

Mr. Post closed by saying that negotiations are underway with the Federal Government for the preparation of a full funding agreement.

Dick Feeney explained the two legislative bills as follows:

1) House Bill 2128 (Westside Light Rail Funding): The Legislature is requested to provide one-half the non-Federal match requirement. The remaining portion of this match, as well as a Capital Reserve Fund, have been committed by the residents of Washington, Multnomah and Clackamas Counties. This represents an investment of $131 million, plus interest earnings. The Legislature is requested to provide $10 million annually over the period necessary to finance $100 million in debt.

2) House Bill 2296: The Legislature is requested to approve a consolidated decision process to determine the consistency of the Westside Light Rail alignment and associated highway improvements with local and regional land use policies in order to meet Federal timelines required to secure 75 percent Federal funding for the light rail project.

Mr. Feeney mentioned that the total request from Congress will be $682 1/2 million, which is 75% of the project. (Copies of HB2128 and HB2296 Fact Sheets in Commission's files, Salem.)

Ron Higbee briefed the Commission on the alternatives of the Westside Corridor that are included in the environmental impact statement. (For alternatives, see map in Commission's files, Salem.) He mentioned the three basic options are Long Tunnel, Short Tunnel (north side), and All Surface (south side).

Mr. Higbee also outlined the proposed highway improvements from S.W. 18th Avenue and Jefferson Street to Highway 217 and Tualatin Valley Highway that are identified along the corridor. (See map in Commission's files, Salem.)

Tom Walsh asked for the same kind of partnership between the Department of Transportation and Tri-Met as was experienced with the success of MAX. He pledged Tri-Met's cooperation. He said this project would not be the least expensive but rather a project that represents "smartly spent" funds. He and Chairman Hollern indicated they are looking for value as opposed to low cost. Also discussed was the establishment of the light rail construction fund to be used as a "watchdog function" of State Funds.

Mr. Bothman pledged the Department's support and assured Mr. Walsh the Department will help Tri-Met in any way possible to assure completion of this number one priority project.

Following a five-minute recess, Chairman Hollern called the meeting back to order at 10:25 a.m.

John Rist handed the Commission a document entitled Oregon's Position on Surface Transportation Assistance Act. Also attached was Oregon's Transportation Funding Package. (Copy of document in Commission's files, Salem.)

Mr. Rist explained that Congress this year will consider the reauthorization of Federal Highway and Transit programs. He commented that Chairman Hollern formed a task force to develop statewide priorities for the new reauthorization bill. The document represents Oregon's position and priorities on the new Surface Transportation Assistance Act as identified by the task force. The elements to the document are: UMTA Section 3, Interstate Preservation, Public Lands Compensation, UMTA Sections 9, 18 and 16(b)(2), Bridge Program, Federal Match Ratios, Match Ratio Equity, Urban Corridor Planning and Funding, Land Use Planning Incentives, and Scenic Highways.

Vice Chairman Whitty moved for approval of the document. The motion carried unanimously of the Commission's endorsement of Oregon's Position on the Surface Transportation Assistance Act. (Copy in Commission's files, Salem.)

For the Commission's information, Roland Casad, through visual aids, discussed the 1991-93 Governor's Recommended Budget. He said after the Commission's approval of the budget requests, it is reviewed by the Executive Department and is presented to the Governor. This was an update

of action taken since the Commission's approval. He said all the base budgets were approved as requested and he outlined the decision packages for each of the Divisions as follows:

DEPARTMENT OF TRANSPORTATION
1991-93 GOVERNOR'S RECOMMENDED BUDGET
DECISION PACKAGE SUMMARY

	REQUEST	FTE	REC	FTE
A. *PUBLIC TRANSIT DIVISION*				
DENNY MOORE				
001 INTERNSHIP PROGRAM	38,171	0.50	0	0.00
002 SHIFT PERSONNEL FUNDING				
General Fund	64,893	0.50	0	0.00
Other Funds	(32,516)	(0.25)	0	0.00
Federal Funds	(32,377)	(0.25)	0	0.00
003 PROJECT DEVELOPMENT				
General Fund	172,950	2.00	0	0.00
Other Funds	0	0.00	172,950	2.00
004 CAPITAL ASSISTANCE				
General Fund	1,500,000	0.00	0	0.00
Other Funds	0	0.00	1,500,000	0.00
005 WESTSIDE LRT				
DEBT SVC-NON LIMITED	12,650,000	0.00	0	0.00
Other Funds	8,619,337	0.00	20,000,000	0.00
006 AMTRAK EXTENSION	466,403	0.50	0	0.00
007 EQUIP REPLACE/UPGRADE				
General Fund	8,778	0.00	0	0.00
Other Funds	13,167	0.00	12,220	0.00
008 ASSESSMENTS				
General Fund	20,928	0.00	0	0.00
Other Funds	7,842	0.00	0	0.00
TOTAL PUBLIC TRANSIT	23,497,576	3.00	21,685,170	2.00

(Continued on next page)

	REQUEST	FTE	REC	FTE
B. *AERONAUTICS DIVISION*				
PAUL MEYERHOFF				
101 ASSISTANT ADMINISTRATOR POSITION	106,655	1.00	106,655	1.00
102 RED FLAG MAINT. PROJECTS	69,932	0.00	69,932	0.00
103 AIR SERVICE DEVELOP.	41,650	0.00	41,650	0.00
104 CAPITAL CONSTRUCTION	800,000	0.00	800,000	0.00
105 SEARCH & RESCUE EQUIP.	68,960	0.00	68,960	0.00
SUPPLEMENTAL				
106 COMMERCIAL AIR SERVICE PRGM.	0	0.00	1,010,000	0.00
107 CIVIL AIR PATROL	0	0.00	32,850	0.00
TOTAL AERONAUTICS	1,087,197	1.00	2,130,047	1.00
C. *CENTRAL SERVICES DIVISION*				
JUDY GREGORY				
101 IMPROVED REGIONAL PERSONNEL SERVICE	388,560	4.00	388,560	4.00
102 MAIL ROOM PRODUCTIVITY	70,000	0.00	0	0.00
103 ISF CUSTOMER SVC. PKG.				
PHOTO COPY	487,668		412,834	
GRAPHICS	62,658	1.00	62,658	1.00
INFO SYSTEMS LEASE	3,079,035		3,079,035	
INFO SYSTEMS (CASE)	582,511	1.00	486,000	0.00
TOTAL PACKAGE	4,211,872	2.00	4,040,527	1.00
104 EMPLOYEE DEV. PKG.				
TRAINING	66,500	0.00	0	0.00
WELLNESS	122,300	0.00	0	0.00
CAREER DEVELOP.	269,800	0.00	269,800	0.00
TOTAL PACKAGE	458,600	0.00	269,800	0.00
105 DAY CARE	81,000	0.00	81,000	0.00
106 ESB PROGRAM	210,239	2.00	210,239	2.00
107 RAIL MARKETING	200,000	0.00	0	0.00
108 POSITION TRANSFERS	(105,721)	(2.00)	(105,721)	(2.00)

(Continued on next page)

	REQUEST	FTE	REC	FTE
MARITIME PILOTS				
201 WORKLOAD INCREASE	42,982	0.30	55,982	0.50
202 ATTORNEY GENERAL SERVICES	5,000	0.00	0	0.00
203 RELOCATION EXPENSES	2,500	0.00	2,500	0.00
204 CAPITAL OUTLAY	2,000	0.00	0	0.00
SUPPLEMENTAL (CSD)				
109 PUBLICATIONS COORD. TRANSFER	0	0.00	96,215	1.00
TOTAL CENT. SERVICES	5,567,032	6.30	5,039,102	6.50
D. *MOTOR VEHICLES DIVISION* DAVID MOOMAW				
101 MAINTAIN CUSTOMER SERVICE	476,505	1.00	0	0.00
102 PROGRAM SUPPORT	130,675	2.00	0	0.00
103 CAPITAL OUTLAY	77,281	0.00	0	0.00
* 104 REDUCE CERTIFIED MAIL	(833,793)	(0.50)	(1,523,625)	(0.50)
201 MAINTAIN CUSTOMER SERVICE	5,918,536	95.17	3,042,985	49.73
202 PROGRAM SUPPORT	97,566	1.00	0	0.00
203 FACILITIES	1,795,520	1.00	0	0.00
204 TRAINING	405,419	3.00	0	0.00
205 HIGHWAY SAFETY	167,729	2.00	0	0.00
206 CONSUMER PROTECTION	100,665	2.00	0	0.00
207 RECLASSIFICATION	80,526	0.00	0	0.00
SUPPLEMENTAL				
105 REDUCE APA HEARINGS	0	0.00	(940,163)	(10.00)
208 REDUCE APA HEARINGS	0	0.00	(40,500)	(1.00)
985 HEADQUARTERS BUILDING	0	0.00	690,000	0.00
TOTAL MOTOR VEHICLES	8,416,629	106.67	1,228,697	38.23

*PACKAGE NOW ELIMINATES CERTIFIED MAIL

(Continued on next page)

		REQUEST	FTE	REC	FTE
E.	*HIGHWAY DIVISION* DON FORBES				
	101 MAINT. MGMT SYSTEM	1,000,000	0.00	1,000,000	0.00
	102 FLEET UPGRADE	2,000,000	0.00	2,000,000	0.00
	103 BRIDGE SEISMIC	2,400,000	0.00	2,400,000	0.00
	111 PORT OF ENTRY	500,000	0.00	500,000	0.00
	187 MAT TEST/MAINT SVCS POSITION TRANSFER	105,721	2.00	105,721	2.00
	189 HWY MAINT SVC SITE IMPROVEMENTS	3,000,000	0.00	3,000,000	0.00
	289 REGION 3 OFFICE BUILDING	1	0.00	2,000,000	0.00
	389 ODOT BLDG. AIR CONDITIONING	3,000,000	0.00	3,000,000	0.00
	489 REGION 1 OFFICE BUILDING	1	0.00	5,000,000	0.00
	500 REIMBURSABLE EXPEND.	3,968,175	0.00	3,968,175	0.00
	SUPPLEMENTAL				
	201 STATE AGENCY GROWTH COUNCIL General Fund	0	0.00	37,555	1.00
	202 PUBLICATIONS COORD. POSITION TRANSFER	0	0.00	(96,215)	(1.00)
	TOTAL HIGHWAY DIV	15,973,898	2.00	22,915,236	2.00

ODOT Finance Section -- C. Borgelt 1/28/91

Chairman Hollern mentioned that the Regions 1 and 3 Office Buildings will need Commission approval. Mr. Casad said the Executive Department wanted a more realistic figure in the budget than $1; therefore, the amounts were changed. He said these items will be discussed by Mr. Forbes at a later date.

Mr. Casad handed the Commission an Executive Summary of the 1991-93 Governor's Recommended Budget. (Copy in Commission's files, Salem.)

Judy Gregory asked the Civil Rights Section to give an overview and program summary for the Internal Employment Programs (equal employment opportunity, affirmative action, and valuing diversity), External Training and Employment Programs (on-the-job training), Disadvantaged Business Enterprise Program, and Emerging Small Business Program.

Ms. Gregory said progress has been made in improving these programs and she gave the following statistics:

1) Since 1974, ODOT's workforce has increased 34 percent; women in the workforce have increased 347 percent; minorities in the workforce have increased 552 percent, from 55 minorities in 1974 to 359 minorities in 1990.

2) In 1990, the goals were exceeded for the On-the-Job Training Program and the Disadvantaged Business Program. Contracts will be let this Spring to Emerging Small Businesses totaling over $1 million.

Ms. Gregory said the reports will cover accomplishments, areas for future action, and improvements. (See written Overview and Program Summary in Commission's files, Salem.)

INTERNAL EMPLOYMENT PROGRAMS

Bill Hayden said the Department has maintained an active program of nondiscrimination in employment since approximately 1968. The program covers recruitment, hiring, promotions, lay offs, work assignments, training, discrimination complaint system, and other aspects of employment. He commented that since 1983 the Department has prepared an Affirmative Action Plan aimed at increasing the representation of woman, minorities, and disabled persons in underrepresented job categories. He mentioned the new concept of valuing diversity recognizes and appreciates that individuals are different and diversity is an advantage if it is valued and well managed.

Accomplishments

1) Since 1981, the percentage of women employed by the Department has increased from 21.9 percent to 27.3 percent. Over the same ten-year period, the percentage of minorities employed by the Department increased from 3.6 percent to 8.3 percent.

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2) The percentage of persons with the disabilities employed by the Department have increased from 1.4 percent in 1988 to 5.3 percent today. In 1990, the Department was recognized for outstanding contributions to the employment of persons with disabilities.

3) The most dramatic increases for women and minorities occurred in professional (engineering) positions, technicians, skilled crafts, and maintenance positions.

4) Special programs initiated to achieve this progress include: affirmative action trainee program, high school engineering program, career development program, management training in EEO/AA and special assistance for hearing impaired.

Areas For Future Action

Equal Employment Opportunity

1) Continue to train all management employees in EEO and affirmative action.

2) Initiate a training program for non-supervisory employees in the area of EEO and maintain a harassment-free work environment, beginning in Region 5 in 1991.

Affirmative Action

1) Achieve 1991-93 hiring goals.

2) Carry out action plans in the areas of women and minorities in management, women in non-traditional careers, and women and minorities in engineering.

Valuing Diversity

A task force will develop a strategy by June 1, 1991.

EXTERNAL TRAINING AND EMPLOYMENT PROGRAMS

Rudy Asunsolo commented that on-the-job training, supportive services, and equal employment opportunity programs are statewide programs and represent a goal of recruiting, training and retaining minorities and women on Federally-aided highway construction projects.

Accomplishments During Fiscal Year 1990

On-The-Job Training Program

1) ODOT exceeded a goal of placing 70 trainees to work on Federally-funded highway construction projects. Ninety-six training positions were assigned to contracts.

(Continued on next page)

2) Revised on-the-job training contract provisions have been developed, which shift the program's focus to industry-recognized apprenticeship.

3) A computerized monitoring system was developed to ensure that on-the-job training positions are either filled with disadvantaged individuals or that the contractor made reasonable efforts to recruit women and/or minorities.

Equal Employment Opportunity

1) Established advisory committee.

2) Developed a computerized system for reporting workforce composition from project field offices.

Action Items for 1991

1) Continue to work closely with industry and government agency representatives to improve the EEO program. Work together to improve retention of trainees from on-the-job training status to apprenticeship status, and finally into journey level status.

2) Continue to develop the computerized tracking system used to monitor EEO compliance and on-the-job progress on highway construction projects.

3) Continue to provide technical assistance to contractors through resources within Civil Rights and on-the-job supportive services contract.

4) Closely monitor on-the-job training supportive services contract which assists contractors with recruitment, training and retention of trainee positions under the on-the-job training program.

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Harvey Lockett explained the mission of the program is to support disadvantaged business enterprise participation in ODOT programs by setting goals on capital improvement projects and providing supportive services to DBEs throughout the life of contracts.

Accomplishments

1) During fiscal year 1989-90, DBE participation on highway construction projects totalled 13.7 percent, exceeding the established goal of 12 percent.

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2) In fiscal year 1989-90, Federal-aid and State-funded contracts awarded to DBEs totalled $18.2 million of which $9.2 million were awarded to minority business enterprises.

3) Supportive services were provided to participating DBEs in the areas of business development, engineering, legal seminars, and pre-bid conferences. Business operational needs analyses were performed on 10 DBEs.

Action Items for Fiscal Year 1990-91

1) Identify the causes for declining certifications of firms owned by minority women and develop, implement, and promote program activities designed to support their fullest participation.

2) Develop and implement a Mentor-Protege Program that will allow non-DBE construction firms to more closely work with DBEs, increasing the number of DBEs and expanding their operations into non-traditional areas of construction work.

3) Develop, implement, and improve quantitative supportive services delivery systems to DBEs that are sensitive to diverse needs, knowledge, levels of expertise, and operational capacities.

4) Completely rewrite the DBE program plan.

5) Negotiate, write and adopt a new agreement between ODOT and the Office of Minority, Women and Emerging Small Business for continued certification of DBE applicants.

6) Design, implement, monitor and evaluate automated management systems.

7) Develop, implement, monitor and evaluate DBE program training components for ODOT staff and employees.

EMERGING SMALL BUSINESS PROGRAM

Jerry Hoffman said the Emerging Small Business Program was established by the 1989 legislative session as a pilot program to assist ESBs to overcome barriers to the public improvement process.

Accomplishments During 1989-90 Biennium

1) Planned and co-funded the Oregon Small Business Hotline.

(Continued on next page)

2) Wrote administrative rules to allow bond waivers on projects under $100,000 and raised the ceiling on projects eligible for informal bids to $50,000.

3) Initiated a "cost-sharing" program with District Managers to fund 50 percent of special projects that are awarded to ESBs. Seventeen projects totalling $542,000 will be completed during the 1991 construction season. (Total ESB commitment $271,000.) (See handout given to Commission in Commission's files, Salem, entitled ESB Program/Highway District Cost-Sharing Projects.)

4) Eight projects aimed at improving driver/worker safety on roads with high accident/fatality rates were identified for 100% ESB funding at a total cost of $477,500. (See handout as mentioned in item 3.)

5) Developed database to allow description and evaluation of efforts to improve ESB access to the system.

6) Assumed the role of Business Assistance Officer for the department. Goal is to eliminate red tape experienced by many customers when doing business with the State.

7) Initiated a national survey to determine other states' activities.

Current And Future Issues

1) Introduced Senate Bill 63 to 1991 Legislature to perform housekeeping and fine-tuning functions.

Areas for Improvement and Action Plan

1) Place greater emphasis on ESB recruitment/public education by preparing a marketing plan.

2) Continue use of contract goals as practiced by the DBE Program. Determine how ESB goals could be incorporated into the construction program to increase ESB participation.

3) Prepare written rules for monitoring compliance with prerequisites for contract set-asides.

4) Proceed with discussion and implementation of a prompt payment process in all contracts with an attempt to reduce the time a prime contractor has to pay subcontractors.

Scott Benge, Co-Chairman of the Emerging Small Business Committee thanked the Commission for his opportunity to serve on this Committee. He felt the Committee allowed them to begin the selection process in a positive manner. He said it is a broad cross-section of both public and private participants, including ethnic, minority, and women-owned contracting firms. He asked for the Commission to support Senate Bill 63 to extend the funding and the Program. Vice Chairman Whitty assured Mr. Benge of their support. Chairman Hollern thanked the Committee for serving and appreciates their time spent on this Program.

James Posey spoke representing the African-American Business Council. He was concerned about African-American participation in contracting and in employment with the Department of Transportation. He referred to the selection of the Oregon Human Development Corporation to provide services to the Department's On-The-Job Training Program in which he had submitted a proposal and was not selected.

Mr. Posey said the number of African-Americans certified represents more than 30 percent of all ethnic minority firms certified (excluding caucasian females). However, despite the numerical representation only 14 percent of the firms have benefited from the DBE Program and the African-American contractor has not received a significant volume of repeat business over the three-year period. He said, in fact, no African-American business was used to meet DBE goals in all three fiscal years. He commented that the African-Americans are still the most underrepresented racial group in the crafts at the journey level.

Mr. Posey said he felt the Civil Rights Section should symbolize an uncompromising example of fairness, integrity, objectivity, and accountability to the serving public. He felt the Commission should, as far as possible and practical, compensate those harmed by the negligent actions of the Department and, in the future, accept a more diligent stewardship role in overseeing the Program, especially as it affects African-Americans.

Mr. Posey recommended that the Commission take the following steps immediately:

1) Ensure as a matter of policy that all individuals hired, with particular emphasis on the Program Manager, have knowledge, skills, and successful background experience in the specific program areas sufficient to achieve the functional duties of the position.

2) Establish a request-for-proposal process and protest procedure that will ensure objectivity and fairness involving to the greatest degree persons served by the programs.

(Continued on next page)

3) Review indepth the results of program efforts at a minimum quarterly with significant participation by community representatives.

4) Seek immediately to include minority representation on the Transportation Commission.

(Written presentation in Commission's files, Salem.)

Chairman Hollern instructed Mr. Bothman and Judy Gregory to study the recommendations and discuss at the next meeting. He advised Mr. Posey that the Transportation Commission appointments are made by the Governor. Mr. Posey said he was aware of that, but he felt it was incumbent of the Commission to do as much as possible to influence the Governor to be proactive in the selection.

Audrey Castile, member of the Emerging Small Business Committee, said she was concerned that black women have not received any subcontracts in the last three years. She felt that the Committee is trying to achieve the goal to give everyone the opportunity to make a living.

Wes Patterson was listed on the agenda for a presentation, but did not attend the meeting.

Al Steger, Assistant Division Administrator for the Federal Highway Administration, outlined significant improvements in the Civil Rights Program during the past two years as follows:

1) Consolidation of all civil rights functions in one office.

2) DBE certification: The backlog of unprocessed applications has been largely eliminated and the quality control in the handling of those applications has improved.

3) DBE supportive services: Prior to 1988, the funds were spent on a variety of efforts, which, for the most part, were discontinuous, uncoordinated, and often left uncompleted. There had not been a good assessment of their effectiveness. Now supportive services are provided through a series of contracts which provide continuous assistance to DBE contractors year around. Further refinements to the program are being discussed.

Mr. Steger said there remain three areas of concern:

1) Continuous turnover of personnel in the Civil Rights Section. There is a need for continuity and consistency in the management of the Civil Rights Program if objectives are to be achieved.

(Continued on next page)

2) Apparent lack of a strategic plan with specific objectives for the various elements, and a system for measuring progress toward their accomplishment.

3) Limited success in improving the number of minorities and women in the highway contracting industry.

Mr. Steger said the Federal Highway Administration is not aware of any discriminatory treatment of individual minority groups in any ODOT-administered program. He said that it would not be inappropriate for ODOT to evaluate its efforts to determine the extent of which individual minority groups are benefiting from the programs, and to retarget the programs as is necessary. He pledged support of the Federal Highway Administration in making these programs more effective.

Chairman Hollern asked Mr. Bothman and Judy Gregory to study the recommendations made by Mr. Steger and report at the next meeting.

Nathan Proby commented that he felt things were not right in the Civil Rights Program. He said it is necessary to put people in those positions who know what they are doing and to put jobs in the right place for minorities, especially black males.

Gerald Baugh from Gerald Baugh Construction Company described for the Commission his experience when he was awarded $3.4 million in two contracts with the Highway Division during 1986 and 1988 (Contract No. 10,182, N.W. Nicoli Street-West Fremont Interchange, Columbia River Highway, Multnomah County; and Contract No. 10,376, 12th St. S.E.-24th St. S.E., (Salem), Mission Street, Marion County). He alleged that his civil rights were abused by the Department and the prime contractors. He also felt he was not paid for over one-half million dollars by two prime contractors with the Department's help.

Mr. Baugh said the Department does not have a program that assists subcontractors, especially black contractors, with resolving their problems. He commented that Harold Lasley advised him there would be a fact-finding committee to look into the problem as it appears rules were broken. He stated he never heard from Mr. Lasley. He asked that the Department help collect the money due for services rendered. (See Mr. Baugh's letter in Commission's files, Salem.)

Chairman Hollern said he was sympathetic to Mr. Baugh's misfortune, but the Commission could not deal with those specific cases. He stated there were some policy issues raised that need to be reviewed. He said any commitment that has been made by the State would be followed through, and he asked Judy Gregory to search the records for a commitment that had been made to Mr. Baugh by Harold Lasley.

Bruce Broussard said he would publish an article on the presentations made at the meeting, including his comments, in the American Contractor. He did say there are some serious concerns that have been cited. He hoped that the comments will be taken in a positive manner and discussions of this kind would be done annually.

Jack Kalinoski of the Associated General Contractors advised the Commission that construction contractors employ about five percent of the State's workforce. He said 42,000 on-site workers were employed by construction contractors last year. He mentioned that AGC is promoting construction-oriented vocational education courses in high schools and community colleges as there is a real concern about the availability of a skilled, qualified, and trained workforce in their industry. To assist contractors, he said AGC has produced a Contractor's Management Guide on how to operate a construction business. He commented that AGC is trying to be a partner with government to increase the construction industry, including but not exclusively, minority and women. He felt there was a real need to encourage and promote programs for minorities and women in the industry with regard to employment and ownership. He said there is a need to work together to accomplish and expand those goals. He pledged the support of the Associated General Contractors.

Carl Garner representing the Oregon Disabilities Commission thanked the Commission for their on-going efforts towards improving the opportunities for equal accessibility for persons who experience physical disabilities. He said approximately 16 percent of the population in Oregon have some degree of a physical or a mental disability.

Mr. Garner commended Bill Hayden and his associates in their efforts to address the disability issues. He urged the Department that all of their efforts should consider those issues of communication access and physical access, such as the ramp installed in the Commission Conference Room. He expressed hope that the remodeling in the room has allowed for the installation of an assisted communication device to benefit those persons with hearing losses who may wish to participate.

Mr. Garner commended the Commission for following the disability provision as mentioned in the public meeting law to provide interpreters for the hearing impaired. He encouraged the Commission to consider overall what efforts are being made to improve accessibility. He specifically mentioned that a newly published DOT Directory listing all employees did not contain the Department's telecommunication device for the deaf (TDD numbers). He suggested including closed-captioned or open-captioned on public service announcements. He expressed their desire to work with the Commission and staff to answer questions and to provide directions to help make Oregon a truly accessible place to live.

Chairman Hollern said the Commission is supportive of the Civil Rights Program and there will be a follow-up discussion at the next meeting of the specific issues addressed.

The formal meeting adjourned at 12:58 p.m.

At 1 p.m., an Executive Session was held during lunch pursuant to ORS 192.660(1a) in the Director's Office, Room 135, Transportation Building, Salem. Present were: Chairman Hollern, Vice Chairman Whitty, Commissioner Ford, Mr. Bothman and Fran Neavoll. (Notice of the Executive Session had been made by press release to newspapers of local and general circulation throughout the State.)

No final decisions were made at the Executive Session which adjourned at 1:55 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Fran Neavoll
Commission Services

Roger L. Breezley, Commissioner

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MINUTES OF 1-29-91

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 **Project:** *Ashland Port of Entry Truck Inspection Station Section*

Type of Work: Grading, *Paving, Signing & Building* **F.A. No.:** *IR-5-1(114)018*

County: *Jackson* **Highway:** *Pacific Highway (I-5)*

No. of Bidders: *1* **Low Bidder:** *LTM, Inc., Medford, Oregon*

Low Bid: *$777,836.50*

Engineer's Recommendation: *Pending.*

2nd Bidder: *None*
3rd Bidder: *None*

No. 2 **Project:** *Cornell Road Interchange Section*

Type of Work: *Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping* Contract 10,982 **F. A. No.:** *F-27-2(38)*

County: *Washington* **Highway:** *Sunset Highway (US 26)*

No. of Bidders: *6* **Low Bidder:** *Wildish Standard Paving Co., Eugene, Oregon*

Low Bid: *$13,781,435.25*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Incisa U.S.A., Inc., Crescent Springs, Kentucky* $ *13,889,771.05*
3rd Bidder: *Tri-State Construction, Inc., Bellevue, Washington* $ *14,335,896.00*

No. 3 **Project:** *Crater Lake Interchange @ Biddle Road (Medford) Section*

Type of Work: *Illumination & Traffic Signal* Contract 10,983 **F. A. No.:** *MAHES-HES-13(22)*

County: *Jackson* **Highway:** *Crater Lake Highway (OR 62)*

No. of Bidders: *4* **Low Bidder:** *Schoolhouse R Electrical Construction, Ashland, Oregon*

Low Bid: *$ 97,678.00*

Engineer's Recommendation: *Award to low responsive bidder subject to concurrence of FHWA and the City of Medford and receipt of deposit by the City.*

2nd Bidder: *Marca Electric, Inc., Coquille, Oregon* $ *110,493.00*
3rd Bidder: *Sims Electric, A Division of Pacific Electrical Contractors, Inc., Medford, Oregon* $ *119,031.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date November 4, 1990

A

MINUTES OF 1-29-91

No. 4 **Project:** *Ukiah-Hilgard Highway at Spring Creek Road Section*

Contract 10,984

Type of Work: *Guardrail* **F. A. No.:** *HES-90(1)*

County: *Union* **Highway:** *Ukiah-Hilgard Highway (OR 244)*

No. of Bidders: *4* **Low Bidder:** *Coral Construction Company, Wilsonville, Oregon*

Low Bid: *$ 102,121.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA*

2nd Bidder: *White and White, Inc., Lake Oswego, Oregon*	$	*126,686.00*
3rd Bidder: *Dice Construction, Inc., Bend, Oregon*	$	*129,541.50*

No. 5 **Project:** *Deer Creek Bridge Section*

Contract 10,985

Type of Work: *Grading and Structure* **F. A. No.:** *BROS-3600(9)*

County: *Yamhill* **Highway:** *Deer Creek Flats Road (County Road)*

No. of Bidders: *5* **Low Bidder:** *West Coast Structures, Inc., Clackamas, Oregon*

Low Bid: *$152,969.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of Yamhill County and receipt of deposit by the County.*

2nd Bidder: *Holm II, Inc., Stayton, Oregon*	$	*153,475.00*
3rd Bidder: *JAL Construction, Inc., Bend, Oregon*	$	*157,285.00*

No. 6 **Project:** *Oswego Highway at Pimlico Drive Section*

Contract 10,986

Type of Work: Grading, *Paving, Structures & Signing* **F.A. No.:** *MAHES-HES-9565(22)*

County: *Clackamas* **Highway:** *Oswego Highway (OR 43)*

No. of Bidders: *7* **Low Bidder:** *Roy L. Houck Construction, Salem, Oregon*

Low Bid: *$300,171.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of West Linn and receipt of deposit by the City.*

2nd Bidder: *White and White, Inc., Lake Oswego, Oregon*	$	*318,861.00*
3rd Bidder: *Dirt & Aggregate Interchange , Inc., Troutdale, Oregon*	$	*334,258.92*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date November 4, 1990

No. 7 **Project:** *Shellrock Mountain Section*

Contract 10,987

Type of Work: *Rockfall Protection Fence* **F. A. No.:** *IR-84-2(31)052*

County: *Hood River* **Highway:** *Columbia River Highway (I-84)*

No. of Bidders: *4* **Low Bidder:** *Coral Construction Company, Wilsonville, Oregon*

Low Bid: *$496,619.00*

Engineer's Recommendation: *Award to low DBE r(ponsive bidder subject to concurrence of FHWA.*

2nd Bidder: *2G Construction, Eugene, Oregon*	$	*549,481.54*
3rd Bidder: *White and White, Inc., Lake Oswego, Oregon*	$	*573,104.00*

No. 8 **Project:** *Lost River Bridge Section*

Type of Work: *Grading, Paving & Structure* **F. A. No.:** *BHF-F-41(9)*

County: *Klamath* **Highway:** *Klamath Falls-Malin Highway (OR 39)*

No. of Bidders: *4* **Low Bidder:** *Jacksonville Corp., Wilbur, Oregon*

Low Bid: *$474,185.00*

Engineer's Recommendation: *Pending.*

2nd Bidder: *Weaver Construction Co., LaGrande, Oregon*	$	*489,620.00*
3rd Bidder: *Hamilton Construction Co., Springfield, Oregon*	$	*493,672.00*

No. 9 **Project:** *Winchester Interchange Northbound Ramps Section*

Contract 10,989

Type of Work: *Grading, Paving, Signing & Signal* **F. A. No.:** *State*

County: *Douglas* **Highway:** *Pacific Highway (I-5)*

No. of Bidders: *4* **Low Bidder:** *Roseburg Paving Co., Roseburg, Oregon*

Low Bid: *$566,499.80*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, Oregon*	$	*582,773.25*
3rd Bidder: *Roy L. Houck Construction, Salem, Oregon*	$	*627,219.15*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date November 4, 1990

No. 10 Project: *South End One Way Couplet-Tacoma Street (Portland) Section*

Contract 10,990

Type of Work: *Grading, Paving, Illumination, Signals & Landscaping* F. A. No.: *HES-26(48)*

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1-29-91

County: *Multnomah* Highway: *Pacific Highway East (OR 99E)*

No. of Bidders: *7* Low Bidder: *Mocon Corporation, Salem, Oregon*

Low Bid: *$1,124,569.60*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *White and White, Inc., Lake Oswego, Oregon* $ *1,230,451.00*
3rd Bidder: *Dirt & Aggregate Interchange, Inc., Troutdale, Oregon* $ *1,271,439.00*

No. 11 Project: *Salmon River Highway at Three Rivers Highway Section*

Type of Work: *Grading, Paving, Structures, Signing & Landscaping* F. A. No.: *F-23(15)*

County: *Polk* Highway: *Salmon River Highway (OR 18)*

No. of Bidders: Low Bidder:

Low Bid: $

Engineer's Recommendation: *POSTPONED*

2nd Bidder:
3rd Bidder:

No. 12 Project: *Sawtell Road-M.P. 29 Section*

Contract 10,992

Type of Work: *Grading, Paving, Structure & Signing* F. A. No.: *State*

County: *Polk* Highway: *Salmon River Highway (OR 18)*

No. of Bidders: *7* Low Bidder: *William L. Pepper Construction, Inc., Philomath, Oregon*

Low Bid: *$1,319,582.63*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *J. C. Compton Contractor, Inc., McMinnville, Oregon* $ *1,357,125.75*
3rd Bidder: *Elting, Incorporated, Clackamas, Oregon* $ *1,359,649.73*

On November 4, 1989, I accepted the State Highway Engineer's recommendation for award of projects on which bids were received on October 25, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Job Nos. 2, 4, 5, 6, 7, and 10, if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 10 day of December, 1990

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

A

MINUTES OF 1-29-91

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 **Project:** *U.P.R.R. O'Xing-Pendleton Highway*

Type of Work: *Grading, Paving, Structures & Signing* **F. A. No.:** *RS-189(4) and MAM-0000(109)*

County: *Umatilla* **Highway:** *Pendleton-Cold Springs (OR 37)*

POSTPONED TO DECEMBER 20, 1990

No. 2 **Project:** *Multnomah Falls Interchange E. B.*

Contract 10,994

Type of Work: *Signing* **F. A. No.:** *IR-84-2(32)030*

County: *Multnomah* **Highway:** *Columbia River (I-84)*

No. of Bidders: *5* **Low Bidder:** *Coral Construction Company, Wilsonville, OR 97070*

Low Bid: *$ 127,977.00*

Engineer's Recommendation: *Award to low DBE responsive Bidder subject to concurrence of FHWA*

2nd Bidder: *Dirt & Aggregate Interchange, Inc., Troutdale, OR 97060*	$	*133,772.00*
3rd Bidder: *White and White, Inc., Lake Oswego, OR 97035*	$	*139,930.00*

No. 3 **Project:** *1990 A.V.I. Projects*

Contract 10,995

Type of Work: *Automatic Vehicle Identification* **F. A. No.:** *State*

County: *Marion, Jackson and Multnomah* **Highway:** *Pacific Highway (I-5) and East Portland Freeway (I-205)*

No. of Bidders: *6* **Low Bidder:** *Linnco Electric Co., Albany, OR 97321*

Low Bid: *$ 89,301.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Schoolhouse R Electrical Construction, Ashland, OR 97520*	$	*115,121.00*
3rd Bidder: *Benton Electric, Inc., Albany, OR 97321*	$	*129,863.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date November 25, 1990

No. 4 **Project:** *The Dalles-M. P. 3.22 Section*

Contract 10,996

Type of Work: *Guard Rail* **F. A. No. :** *State*

County: *Wasco* **Highway:** *The Dalles California (US 197)*

No. of Bidders: *4* **Low Bidder:** *Dirt & Aggregate Interchange, Inc., Troutdale, OR 97060*

Low Bid: *$ 242,223.75*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Coral Construction Company, Wilsonville, OR 97070* *$ 255,664.50*
3rd Bidder: *White and White, Inc., Lake Oswego, OR 97035* *$ 269,650.00*

No. 5 **Project:** *Humbug Creek (Kampy Road) Bridge Section*

Contract 10,997

Type of Work: *Grading, Paving and Structure* **F. A. No. :** *BROS-0400(7)*

County: *Clatsop* **Highway:** *Kampy Road (County Road)*

No. of Bidders: *7* **Low Bidder:** *West Coast Structures, Inc., Clackamas, OR 97015*

Low Bid: *$ 245,117.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of Clatsop County and receipt of deposit by the County.*

2nd Bidder: *Tidewater Contractors, Inc., Brookings., OR 97415* *$ 246,025.00*
3rd Bidder: *Holm II, Inc., Stayton, OR 97383* *$ 251,331.00*

No. 6 **Project:** *Beltline Highway at Cal Young Neighborhood Section*

Type of Work: *Soundwall* **F. A. No. :** *State*

County: *Lane* **Highway:** *Beltline*

POSTPONED TO DECEMBER 20, 1990

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date November 25, 1990

No. 7 Project: *Skyline Blvd. @ Cornelius Pass Rd./Old Cornelius Pass Rd. Section*

Contract 10,999

Type of Work: *Grading and Paving* F. A. No.: *RS-HES-A667(3)*

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County: *Multnomah* Highway: *Skyline Boulevard (FAS A667)* ...RDED 1-29-91

No. of Bidders: 15 Low Bidder: *Valley Pacific Construction, Silverton, OR 97381*

Low Bid: *$ 580,929.70*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and Multnomah County and receipt of deposit by the County.*

2nd Bidder: *Fabricators, Incorporated, Salem, OR 97305* $ *639,109.55*
3rd Bidder: *Coffman Excavation, Inc., Oregon City, OR 97045* $ *688,981.00*

No. 8 Project: *Columbia River Highway Bridges Section*

Contract 11,000

Type of Work: *Structures* F. A. No.: *IR-84-4(33)114*

County: *Sherman, Gilliam and Morrow* Highway: *Columbia River (I-84)*

No. of Bidders: 4 Low Bidder: *F. E. Ward, Inc., Vancouver, WA 98665*

Low Bid: *$ 4,670,307.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Hamilton Construction Co. (Oregon), Springfield, OR 97477* $ *4,887,727.50*
3rd Bidder: *Weaver Construction Co., La Grande, OR 97850* $ *5,117,639.00*

No. 9 Project: *Murray Boulevard-Fanno Creek Section*

Type of Work: *Grading, Paving, Structures, Signing, Signals and Landscaping* Contract 11,001 F. A. No.: *IX-M-0000(110)*

County: *Washington* Highway: *Scholls Highway (OR 210)*

No. of Bidders: 5 Low Bidder: *Morse Bros., Inc., Lebanon, OR 97355*

Low Bid: *$ 5,328,965.40*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and Washington County and receipt of deposit by the County.*

2nd Bidder: *Oregon Asphaltic Paving Co., Inc., Portland, OR 97216* $ *5,480,668.75*
3rd Bidder: *Roy L. Houck Construction Company, Salem, OR 97305* $ *5,923,081.50*

On November 25, 1990, I accepted the State Highway Engineer's recommendation for award of projects on which bids were received on November 15, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Job Nos. 2, 5, 7, 8, and 9, if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 10 day of December, 1990

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

A

1-29-91

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: *Ashland Port of Entry Truck Inspection Station Section* Contract 10,981

Type of Work: *Grading, Paving, Signing & Building* F.A. No.: *IR-5-1(114)018*

County: *Jackson* Highways: *Pacific Highway (I-5)*

No. of Bidders: 1 Low Bidder: *LTM, Inc., Medford, Oregon*

Low Bid: *$777,836.50*

Engineer's Recommendations: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *None*
3rd Bidder: *None*

No. 8 Project: *Lost River Bridge Section*

Type of Work: *Grading, Paving & Structure* F.A. No.: *BHF-F-43(9)*

County: *Klamath* Highways: *Klamath Falls-Malin Highway (OR 39)*

No. of Bidders: *4* Low Bidder: *Jacksonville Corp., Wilbur, Oregon*

Low Bid: *$471,315.00*

Engineer's Recommendations: *Reject all bids and readvertise at a later date.*

2nd Bidder: *Weaver Construction Co., LaGrande, Oregon* $ *489,520.00*
3rd Bidder: *Hamilton Construction Co., Springfield, Oregon* $ *493,572.00*

PUBLIC INTEREST FINDING

On October 25, 1990, proposals were opened and read for the Lost River Bridge Section of the Klamath Falls-Malin Highway in Klamath County. Four bids were received and the low bid amount exceeded the budget for the construction of the project. It has been determined that costs were higher than estimated primarily due to timing of in-stream work. A new structure would also be less expensive as it would not require in-stream work and minimal traffic management. It appears that rebidding the project, either as a new structure or when more time is available for in-stream work, will be in the best interest of the public.

The project will be readvertised when the new plans and specifications for the project are made. Copies of the Public Interest Finding are being provided to the bidders of record for this project.

On .November 9, 1990, I accepted the State Highway Engineer's recommendation for award of Job No. 1 and authorized him to sign the contract when conditions for the award have been met. I also rejected Job No. 8 in accordance with the Public Interest Finding. (Bids received October 25, 1990.)

Dated this 10 day of December, 1990

Michael P. Hollern

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

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MINUTES OF 1-29-91

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Personal service contract with Spencer B. Gross, Inc., to obtain topographical base map computer files for use in Phase II engineering of the Westside Corridor, Beaverton-Portland Highway/Light Rail Transit project. This contract will be effective upon execution through February 28, 1991, at a cost not to exceed $25,000. Approved by Don Forbes on December 4, 1990. (Authorize State Highway Engineer to sign necessary contract.)

Dated this 10 day of December, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 5, 1990

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Supplemental personal service contract to a contract between the State of Oregon and Data Processing Resources Inc. dated December 18, 1990, for professional data processing services. Contractor will provide design documents and program specifications for a miscellaneous billing system that will support new requirements for the Permits and Weighmasters Section as well as the general needs of the Department. Total maximum amount for this work is not to exceed $50,000. Time period: January 21, 1991, through April 15, 1991. (Authorize Director to sign contract.)

Dated this 21st day of December, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

12-21-90

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

1) All-Terrain Vehicle Project Agreement with Diamond Lake Resort for the purchase of a snow trail grooming machine for $32,000. The State portion of this agreement will be $20,000 as approved by the All-Terrain Vehicle Account Allocation Committee. Approved by William Anhorn on December 27, 1990. (Authorize State Highway Engineer to sign necessary agreement.)

2) All-Terrain Vehicle Project Agreement with Western Lane Ambulance District for the purchase of a dune extrication vehicle. The State will be responsible for 100 percent of the total cost not to exceed $24,806.40 as approved by the All-Terrain Vehicle Account Allocation Committee. Approved by William Anhorn on December 27, 1990. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 31 day of December, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 28, 1990

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On December 20, 1990, approved Supplement No. 1 to a personal service contract with Preston, Thorgrimson, Shidler, Gates and Ellis to assist the Departments of Transportation and Land Conservation and Development in the development of a transportation planning rule. This supplement increases the contract by $7,500 for a new total not to exceed $32,500. (Authorized Director to sign supplement.)

Dated this 31 day of December, 1990

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 21, 1990

731-0314 (10-90)

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

B

1-29-91

No. 1 Project: *Beltline Highway at Cal Young Neighborhood Section*
Contract 10,998

Type of Work: *Soundwall* F. A. No.: *State*

County: *Lane* Highway: *Beltline*

No. of Bidders: 11 Low Bidder: Holm II, Inc., Stayton, OR

Low Bid: *$256,718.10*

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the City of Eugene and Lane County and receipt of deposits by the City and the County.

2nd Bidder: Celco Construction Co., Salem, OR $282,329.00
3rd Bidder: Batzer Construction, Inc., Medford, OR $309,090.80

No. 2 Project: *U.P.R.R. O'Xing-Pendleton Highway Section*

Contract 10,993

Type of Work: *Grading, Paving, Structures and Signing* F. A. No.: *RS-189(4) and MAM-0000(109)*

County: *Umatilla* Highway: *Pendleton-Cold Springs (OR 37)*

No. of Bidders: 7 Low Bidder: Steelman-Duff, Inc., (A Corporation of Washington), Clarkston, WA

Low Bid: *$4,099,462.55*

Engineer's Recommendation: Award to low, DBE responsive bidder subject to concurrence of FHWA

2nd Bidder: J. C. Compton Contractor, Inc., McMinnville, OR $5,053,417.00
3rd Bidder: Fabricators, Incorporated and Roy L. Houck Construction Co., a JV, Salem, OR $5,103,769.65

No. 3 Project: *Pendleton-John Day Highway at Southgate Place (Pendleton) Section*
Contract 11,002

Type of Work: *Traffic Signals* F. A. No.: *State*

County: *Umatilla* Highway: *Pendleton-John Day (OR 395)*

No. of Bidders: 5 Low Bidder: Marca Electric Inc., Coquille, OR

Low Bid: *$66,045.00*

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: M. & J. Electric, Inc., DBA Marine & Industrial Electric, Portland, OR $73,070.50
3rd Bidder: Linnco Electric Company, Albany, OR $73,286.00

No. 4 Project: *Pacific Highway East at Young Street (Woodburn) Section*
Contract 11,003

Type of Work: *Signal Modification* F. A. No.: *State*

County: *Marion* Highway: *Pacific Highway East (US 99E)*

No. of Bidders: 6 Low Bidder: Benton Electric, Inc., Albany, OR

Low Bid: *$73,308.37*

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Albany Electric, Inc., Albany, OR $79,779.25
3rd Bidder: White and White, Inc., Lake Oswego, OR $83,650.00

No. 5 Project: *Broadway Street at Newmark Street (North Bend) Section*
Contract 11,004

Type of Work: *Signing and Traffic Signals* F. A. No.: *State*

County: *Coos* Highway: *Cape Arago*

No. of Bidders: 3 Low Bidder: Marca Electric Inc., Coquille, OR

Low Bid: *$98,778.00*

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Cherry City Electric, Inc. dba Hamilton Electric $117,831.00
3rd Bidder: Linnco Electric Co., Albany OR $117,938.00

No. 6 Project: *Klamath Falls Rock Production Project*
Contract 11,005

Type of Work: *Rock Production* F. A. No.: *State*

County: *Klamath* Highway: *Klamath Falls-Malin (OR 39)*

No. of Bidders: 2 Low Bidder: Klamath Pacific Corporation, Klamath Falls, OR

Low Bid: *$140,000.00*

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Harney Rock and Paving Company, Hines, OR $152,400.00
3rd Bidder:

No. 7 Project: *Beaverton-Tualatin Highway at S. W. Burnham Street Section*

Contract 11,006

Type of Work: *Grading, Paving and Signals* F. A. No.: *State*

County: *Washington* Highway: *Beaverton-Tualatin*

No. of Bidders: 5 Low Bidder: Eagle Elsner, Inc., Tigard, OR

Low Bid: *$151,039.10*

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Heil Electric Co., Portland, OR $152,471.00
3rd Bidder: H & H Electric, Inc., Portland, OR $156,041.50

No. 8 Project: *District 11 Recycle Projects*

Contract 11,007

Type of Work: *Recycle* F. A. No.: *State*

County: *Klamath* Highway: *Lake of the Woods and Klamath Falls-Lakeview (OR 140)*

No. of Bidders: 1 Low Bidder: J. C. Compton Contractor, Inc., McMinnville, OR

Low Bid: *$847,095.00*

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: None
3rd Bidder:

No. 9 Project: *Deschutes River-West Pendleton Section*

Contract 11,008

Type of Work: *Signing* F. A. No.: *IR-84-3(14)099*

County: *Various* Highway: *Columbia River and Old Oregon Trail (I-84)*

No. of Bidders: 4 Low Bidder: Jacksonville Corporation, Wilbur, OR

Low Bid: *$916,427.80*

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA

2nd Bidder: White and White, Inc., Lake Oswego, OR $969,557.00
3rd Bidder: Mocon Corporation, Salem, OR $1,061,201.00

B

1-29-91

No. 10 **Project:** *Terrebonne-O'Neil Junction Section*

Contract 11,009

Type of Work: *Grading, Paving, Structures, Signing and Signals*

F. A. No.: *F-4-2(25)*

County: *Deschutes* **Highway:** *The Dalles-California (US 97)*

No. of Bidders: 6 **Low Bidder:** R. L. Coats, Bend, OR

Low Bid: *$3,072,244.60*

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA

2nd Bidder: J. C. Compton Contractor, Inc., McMinnville, OR $3,277,067.50 (Alt. A)
3rd Bidder: Roy L. Houck Construction Company and Fabricators Incorporated, a JV, Salem, OR $3,376,152.25 (Alt. A)

No. 11 **Project:** *Murray Boulevard Interchange Section*

Contract 11,010

Type of Work: *Grading, Paving, Structures, Signing, Illuminatin, Signals and Landscaping*

F. A. No.: *F-27-2(39)*

County: *Washington* **Highway:** *Sunset (US 26)*

No. of Bidders: 7 **Low Bidder:** Wildish Standard Paving Co., Eugene, OR

Low Bid: *$5,470,993.00*

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA

2nd Bidder: F. E. Ward, Inc., Vancouver, WA $5,530,366.00
3rd Bidder: Hamilton Construction Co., (OREGON) Springfield, OR $5,717,860.50

On December 26, 1990, I accepted the State Highway Engineer's recommendation for award of projects on which bids were received on December 20, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Job Nos. 2, 9, 10, and 11 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 8 day of JANUARY, 1991

John Whitty, Vice Chairman
OREGON TRANSPORTATION COMMISSION

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

1) On November 20, 1990, approved the following amendments to personal service contracts with Kelly Temporary Services. These amendments provide contract language to allow temporary employees to operate Department-owned vehicles. (Transportation Commission approved original contract on June 19, 1990. Judy Gregory approved for Director.)

   Amendment No. 1 to Personal Service Contract 10,299
   Highway Division

   Amendment No. 1 to Personal Service Contract 10,300
   Motor Vehicles Division

   Amendment No. 2 to Personal Service Contract 10,301
   Central Services, Public Transit, Aeronautics, Parks and Recreation

Dated this 7th day of January, 1991.

Robert N. Bothman
Director of Transportation

January 7, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Strategic Planning and Communications (Subdelegation Order No. DIR-8), the following action was taken:

1) On November 27, 1990, approved Supplement No. 1 to a personal service contract with Dr. C. Russell Beaton to assist the Strategic Planning Section in the development of the Oregon Transportation Plan. This supplement extends the contract completion date to June 30, 1991, and provides an additional $6,000 for a new total not to exceed $7,200.

Dated this 7th day of January, 1991

John Elliott
Assistant Director for Strategic Planning and Communications

January 4, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On November 19, 1990, signed an agreement with the City of Grants Pass for construction of a storm drain on the Foothill Boulevard-Rogue River and Redwood Highways Section of the Redwood Highway in Josephine County. (Transportation Commission approved as part of the Six-Year Highway Improvement Program on August 16, 1988.)

2) On November 19, 1990, signed an agreement with the City of Grants Pass for improvement of Agness Avenue and Redwood Spur Section of the Redwood Highway in Josephine County. This project is in conjunction with the Foothill Boulevard-Rogue River and Redwood Highways Project approved by the Transportation Commission as part of the Six-Year Highway Improvement Program on July 22, 1986.

3) On December 4, 1990, signed a personal service contract with American Contractor Center for DBE prebid conferences effective December 17, 1990, through December 31, 1991, at a cost not to exceed $35,000. (Transportation Commission approved September 18, 1990.)

4) On December 4, 1990, signed a personal service contract with Pinnell Engineers, Inc., for DBE bid estimating and project management assistance effective December 17, 1990, through December 31, 1991, at a cost not to exceed $25,000. (Transportation Commission approved September 18, 1990.)

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5) On December 4, 1990, signed a personal service contract with Talbot, Korvola, & Warwick for DBE business development, financial counseling, and bonding assistance effective December 17, 1990, through December 31, 1991, at a cost not to exceed $48,000. (Transportation Commission approved September 18, 1990.)

6) On December 4, 1990, signed personal service contracts with OTAK Inc. for plans, specifications, and cost estimates on the following projects: (Transportation Commission approved September 19, 1989. William Anhorn signed for State Highway Engineer.)

Contract No. 10,488
Banks SCL-Forest Grove NCL
Nehalem Highway
Washington County
Cost not to exceed $513,071.59
Effective through December 1, 1991

Contract No. 10,489
Yamhill Co. Line-Holmes Gap
(South Unit)
Pacific Highway West
Polk County
Cost not to exceed $280,000
Effective through November 1, 1991

7) On December 4, 1990, signed an Immediate Opportunity Fund agreement with the City of Woodburn for improvements to Highway 214 at Interstate 5. (Transportation Commission approved October 17, 1990. Agreement signed by William Anhorn for State Highway Engineer.)

8) On December 20, 1990, signed Supplement No. 2 to a personal service contract with Jeanne Lawson Associates for public involvement services on the Sunrise Corridor Project, Unit 2. This supplement increases the contract by $50,000 for a new total not to exceed $140,000 and extends the contract completion date to August 31, 1992. (Approved by Transportation Commission on August 21, 1990. Contract signed by William Anhorn for State Highway Engineer.)

9) On December 28, 1990, signed a supplement to a personal service contract with Sun Country/Compass Engineering for additional location and construction surveying services in Region 4. This supplement extends the contract completion date to April 30, 1991, and increases the cost by $25,000 to a new total not to exceed $100,000. (Transportation Commission approved on October 17, 1990. Contract signed by William Anhorn for State Highway Engineer.)

Dated this 15 day of Jan, 1991

Donald E. Forbes, State Highway Engineer

January 2, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Signing on the Multnomah Falls Interchange Eastbound Section of the Columbia River Highway in Multnomah County. Bids received November 15, 1990. Contract No. 10,994 awarded on November 27, 1990, to Coral Construction Company, Wilsonville, at $127,977.00.

2) Work on the Humbug Creek Bridge Section of Kampy County Road in Clatsop County. Bids received November 15, 1990. Contract No. 10,997 awarded on December 3, 1990, to West Coast Structures, Inc., Clackamas, at $245,117.00.

3) Work on the Cornelius Pass Road-Old Cornelius Pass Road Section of Skyline Boulevard in Multnomah County. Bids received November 15, 1990. Contract No. 10,999 awarded on December 6, 1990, to Valley Pacific Construction, Inc., Silverton, at $580,929.70.

4) Structures on the Columbia River Highway Bridges Section of the Columbia River Highway in Sherman, Gilliam and Morrow Counties. Bids received November 15, 1990. Contract No. 11,000 awarded on November 27, 1990, to F. E. Ward, Inc., Vancouver, WA, at $4,670,307.00.

5) Work on the Murray Boulevard-Fanno Creek Section of the Scholls Highway in Washington County. Bids received November 15, 1990. Contract No. 11,001 awarded on December 5, 1990, to Morse Bros., Inc., Lebanon, at $5,328,965.40.

Dated this 15 day of Jan, 1991

Donald E. Forbes, State Highway Engineer

January 2, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) Signed the following Special City Allotment agreements: (Transportation Commission approved September 18, 1990.)

DATE SIGNED	CITY	PROJECT
11-14-90	Cascade Locks	Forest Ln. (Hwy. 30-Wheeler St.)
11-15-90	Lakeview	S. 7th St. (H St.-J. St.)
11-16-90	North Plains	Commercial (Glencoe Rd.-4th St.)
11-19-90	North Powder	4th St. ("G" St.-west end of 4th St.)
11-20-90	Moro	Second St. (McCoy St.-Hood St.)
11-20-90	Depoe Bay	Lane, Williams, and Austin Sts.
11-20-90	Siletz	Metcalf Ave. (Gaither-Palmer St.)
11-20-90	Donald	Crisell St. (Cone-Oak St.)
11-20-90	Amity	Goucher Ave. (Nursery Ave.-end)
11-20-90	Lafayette	Bridge St. (3rd St.-15th St.)
11-26-90	Dufur	First, Heisler, and Williams Sts.
11-26-90	Dunes City	Huckleberry Lane (Clear Lake-Wright Road)
11-26-90	Enterprise	S. River St. (Hwy. 82-RR tracks)
11-27-90	Nyssa	N. Third St. (Locust-Chestnut)
11-27-90	Oakland	Second St. (Near Oak St.-Cypress)
11-30-90	Barlow	First St. (Barlow-Railroad Dr.)
11-30-90	Bay City	Third, 'B', and 'C' Streets
12-10-90	Gold Hill	Tenth Street and 6th Avenue
12-13-90	Aumsville	2nd, 3rd, 4th, 9th Streets
12-18-90	Heppner	South Court Street Bridge

2) On November 13, 1990, signed an agreement with the City of Sandy for the improvement of Pleasant Street (Revenue Avenue-Ten Eyck Road) and Sunset Street (University Avenue-Bluff Road). (Transportation Commission approved November 15, 1988.)

3) On November 21, 1990, approved a resolution with the City of Toledo concerning allocation of funds in the amount of $25,000 for an overlay on North "A" Street in Lincoln County.

731-0314A (10-90)

4) On November 29, 1990, approved an agreement with Pony Soldier-Portland International and Danna Brothers/Elmer's Restaurant for the design and construction of dual left-turn lanes on Sandy Boulevard and for increasing the storage of the eastbound left-turn lane at N.E. 100th Avenue. This project will be incorporated into the I-205 at Sandy Boulevard Westbound Connection Project.

5) On December 10, 1990, approved an agreement with Jackson County for the inspection and maintenance of the Wimer Covered Bridge on Covered Bridge Road in the amount of $5,642.

6) On December 14, 1990, approved a supplemental agreement with Multnomah County covering the alignment and profile changes to the intersection of N.W. Cornelius Pass Road and N.W. Skyline Road. (Original agreement approved by State Highway Engineer on December 18, 1986.)

7) On December 14, 1990, approved an agreement covering inspection and maintenance of three covered bridges (Rochester, Cavitt Creek, and Neal Lane) in Douglas County.

Dated this 7th day of January, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

January 4, 1991

F

ADMITTED 1-29-91

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 26, 1990

In Reply Refer to File No.:

TO: Oregon Transportation Commission

COM

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOV'T FUNDS	APPROVAL DATE
FAU Projects					
E. Ellendale-LaCreole Jr. High - La Creole Dr. City of Dallas			Cancellation		10-26-90
8th St.-South Yamhill River Br. - LaFayette Drive (FAU 4425) City of McMinnville			Cancellation		10-26-90
FAS-C Project					
Waymire Cr. (Oakdale Rd.) BR FAS-A542 Polk County	$205,000	$180,400	$12,300	$12,300	11-13-90
HBR-OS Project					
Salt Cr. (Beck Rd.) Br. BR No. 53C059 Polk County	$240,000	$192,000	$24,000	$24,000	11-13-90

November 26, 1990 Cam Gilmour

Cam Gilmour, Manager
Program Section

SS:fh
SS036FH

OREGON'S ROAD & BRIDGE UTILITY WORKERS

Form 734-3122 (6-89)

AN EQUAL OPPORTUNITY EMPLOYER

F

1-29-91

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

COM

December 26, 1990

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority to the Highway Engineer (Delegation Order No.35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAU Projects					
35th - 42nd (Olympic Street) City of Springfield		Cancellation			11-26-90
35th - 42nd (Commercial) City of Springfield	$1,321,000	$1,162,480	$79,260	$72,260	11-26-90

December 27, 1990

for Cam Gilmour, Manager
Program Section

SS:ff

steve02.ff

Form 734-3122 (1-87)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On November 9, 1990, approved a parking prohibition on the Oregon Coast Highway at M.P. 87.5 (southeast side) adjacent to Bridge Street in the Community of Cloverdale, Tillamook County.

2) On November 15, 1990, approved an agreement with Clackamas County and Fred Meyer, Inc., for signal design and contract plans for an access to property at the intersection of SE 82nd Avenue and SE Lindy Avenue. Project to be financed 100 percent by Fred Meyer, Inc.

3) On November 21, 1990, approved a parking prohibition for vehicles over 7 feet in height on the Lower Columbia River Highway between M.P. 3.41 and M.P. 3.92 (both sides) in the City of Portland, Multnomah County.

4) On December 7, 1990, approved the following parking prohibitions:

   Mount Hood Highway between M.P. 97.79 and M.P. 97.83 (east side) near Van Horn Road in Hood River County.

   Corvallis-Lebanon Highway between M.P. 1.20 and M.P. 1.28 (southeast side) in Linn County.

Dated this 11th day of January, 1991

Dwayne Hofstetter, Traffic Engineer

January 2, 1991

731-0314A (10-90)

H

1-29-91

DATE: DECEMBER, 1990

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

BENTON COUNTY:

1) **ALSEA-DEADWOOD - ALSEA HIGHWAY:** File 13504 - containing .91 acre (A portion of the Beckon Quarry Site East of Hwy. 201 on South Fork Rd); Donate to Benton County for road improvements; Approved 11/15/90.

CURRY COUNTY:

2) **BROOKINGS-WINCHUCK RIVER - OREGON COAST:** File Q-62 - Containing 1.37 Acres; $2,100; Approved 11/28/90.

DOUGLAS COUNTY:

3) **ANLAUF INTERCHANGE - PACIFIC HIGHWAY:** File 48792 - Containing 4.20 acres; $2,500; Approved 11/23/90.

4) **CLEAR LAKE-COOS COUNTY LINE - OREGON COAST HIGHWAY:** Files 17749 & 18712- Containing 0.19 Acres; $1,500; 11/23/90.

5) **ELKHEAD ROAD-RICE HILL - PACIFIC HIGHWAY:** File 19476 - Containing 1.21 Acres; $1,000; Approved 11/23/90.

JOSEPHINE COUNTY:

6) **WOLF CREEK-GRAVE CREEK - PACIFIC HIGHWAY:** Files 10128, 10130, & 10131 - Containing 4.17 Acres; $2,500; 11/23/90.

LANE COUNTY:

7) **GOSHEN-DIVIDE - PACIFIC HIGHWAY:** File 20494 - Containing 2.60 Acres; $2,500; Approved 11/23/90.

8) **OAKHILL-EUGENE-SPRINGFIELD SECTION - FLORENCE-EUGENE HIGHWAY:** File 41624; Parcel containing 21,182 Sq. Ft., Improvement containing 1,088 Sq. Ft.; $47,000; Approved 11/23/90.

9) **SPRINGFIELD - MCKENZIE HIGHWAY:** File 16275 - Containing 595 Sq. Ft.; $1,800; Approved 11/28/90.

APPROVAL TO SELL EXCESS PARCELS: (Continued)

JOSEPHINE COUNTY:

10) **FOOTHILL BLVD.–ROGUE RIVER/REDWOOD HWY. JCT. – REDWOOD HIGHWAY:** File 57391 – Containing 51,300 Sq. Ft.; $51,300; Approved 11/15/90.

MULTNOMAH COUNTY:

11) **HARBOR DRIVE–BARBUR BLVD. – PACIFIC HIGHWAY:** File 27037 – Two parcels containing 25,025 Sq. Ft. and 1,250 Sq. Ft. (Total 26,275 Sq. Ft.); $98,500; Approved 11/23/90.

UMATILLA COUNTY:

12) **UPRR O'XING–PENDLETON HWY. (N. UNIT) – PENDLETON–COLD SPRINGS HIGHWAY:** File 17286 – Containing 1.91 Acres; Approval to exchange this parcel valued at $100 for an adjacent parcel of equal value on File 6053 004 for this project; Approved 11/07/90.

WASCO COUNTY:

13) **THE DALLES–BIG EDDY – COLUMBIA RIVER HIGHWAY:** File 19191 –Containing .249 Acre; $5,100; Approved 11/15/90.

AGREEMENTS: (35–48)

14) ODOT Agreement No. 1314; Service Contract No. 90–4; with Southern Pacific Transportation Company; FRONT ST.–PACIFIC HWY. E. SECTION; Woodburn, OR; SPTC agrees to widen, and other connected work, two crossings: C–735.05 & C–735.07–C on Cleveland Street and the SPTC Siskiyou Main line; Estimated Cost $142,911; Approved 11/26/90.

PERSONAL SERVICE CONTRACTS: (35–47)

15) Building Repair and/or Demolition Contract with Environmental Services for excavation and removal of the contaminated material at 420 Newport Ave., Coos Bay OR; R/W File 54080; Start Date: 10/02/90; End Date: 11/02/90; Original cost $2,950; Additiional cost for 20 yards @ $30 per yard, $600; Approved 10/02/90.

16) Building Repair and/or Demolition Contract with Sims Electric, Inc. to replace existing meterbase with 200 amp. meter/main breaker combination flush panel; Siding repair, if required; Run 4–wire cable from main breaker outside to new 200 amp. panel inside at same location as existing panel; at 1730 N.E. Calkins Road, Roseburg OR; File 6003 009; Start Date: 9/19/90; End Date: 9/29/90; $1,300; Approved 9/19/90.

17) Personal Service Contract No. R54080–01–01 with Rittenhouse–Zeman & Assoc., Inc. for remediation of contaminated soil; COALBANK SLOUGH BRIDGE – OREGON COAST HIGHWAY; COOS COUNTY; Start Date: 09/25/90; End Date: 09/25/91; Cost $8,194; Approved 9/19/90.

Report of Actions Taken Under Delegated Authority
December, 1990 – Page Three

INDENTURES OF ACCESS: (35–54)

18) File 19606 – Indenture of Access with Bryant on the Westerly side of the SOUTH UNIT–BEND/LAPINE SECTION of the relocated THE DALLES–CALIFORNIA HIGHWAY; DESCHUTES COUNTY; Approved 9/27/90.

19) Files 50034, 50038, & 50039 – Indenture of Access with Fred Meyer, Inc. on the westerly side of the BEND SCL–MURPHY ROAD SECTION of the relocated THE DALLES–CALIFORNIA HIGHWAY; DESCHUTES COUNTY; Approved 9/27/90.

20) File 50036 – Indenture of Access with Bauer on the Easterly side of the BEND SCL–MURPHY ROAD SECTION of the relocated THE DALLES–CALIFORNIA HIGHWAY; DESCHUTES COUNTY; Approved 10/02/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND DRIVE – PACIFIC HIGHWAY WEST:

6044 005	Papa's Pizza, Inc.	$ 17,500	App. 11/14/90
6044 012	Richard E. Hand	$ 2,450	App. 11/14/90
6044 021	George J. & Gail M. Unwin	$ 7,250	App. 11/12/90
6044 034	Ernie L. & Barbara R. Carpenter	$ 2,500	App. 11/12/90
6044 041	Kenneth R. & Rosella A. Braaten	$ 14,525	App. 11/08/90
6044 042	Paul & Phyllis Goebel	$ 1,250	App. 11/02/90
6044 047	Harold K. & Vida E. Rugh	$ 2,775	App. 11/02/90
6044 048	Martha E. Pugh	$ 1,675	App. 11/02/90
6044 053	Elaine S. Cutler, et al (Swanson)	$ 1,600	App. 11/12/90
6044 062	Neal & Maxine Wilt	$ 8,600	App. 11/19/90
6044 066	Willie R. & Shirley Melton	$ 8,500	App. 11/08/90
6044 067	Fraternal Order of Eagles	$ 4,600	App. 11/02/90
6044 071	Mardella Rose Finstad	$ 7,925	App. 11/14/90
6044 072	Gary Lee & D. Irene Hoffman	$ 4,000	App. 11/02/90
6044 080	Peggy Mae Neville	$ 4,300	App. 11/14/90
6044 108	Farrell C. Finley	$ 1,275	App. 11/02/90
6044 109	Earl Eugene & Shirley E. Cook (Wolfe)	$ 1,700	App. 11/02/90

QUEEN AVE.–CORVALLIS/LEBANON – ALBANY–JUNCTION CITY HIGHWAY:

56791	Milton F. & Mildred F. Sawyer	$ 1,525	App. 11/12/90

CLACKAMAS COUNTY:

BEAR CREEK–KEITH ROAD – WOODBURN–ESTACADA HIGHWAY:

6071 008	George & Mary Warhurst	$ 350	App. 11/01/90
6071 010	Arvo M. & Alma M. Krivonen	$ 850	App. 11/04/90

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December, 1990 – Page Four

COOS COUNTY:

COQUILLE REROUTE – COOS BAY–ROSEBURG HIGHWAY:

6028 019	Roseburg Forest Products (Eng. Design/other costs – Invoice No. 171) (See Sept. report under Agreements – Pg. 1, #6)	$328,030.62	App. 08/08/90
6028 032	City of Coquille	$ 12,400	App. 11/23/90

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 025	Domenic Mancinelli	$ 8,100	App. 11/02/90
6032 049	Melvin R. & Nancy L. Lindbeck	$ 15,900	App. 11/19/90
6032 088	Bruce & Tracy Resnick	$ 10,298	App. 11/15/90

TERREBONNE–O'NEIL JCT. – THE DALLES–CALIFORNIA HIGHWAY:

6054 004	Celia Lorraine Muckey	$ 3,460	App. 11/12/90
6054 006	James C. Muckey (* $2,950 in cash; $1,150 in Property/Water Rights Trade)	$ 4,100*	App. 11/19/90
6054 007	Harry C. Martin	$ 750	App. 11/23/90
6054 009	Roy & Rosalie I. Parker	$ 1,000	App. 11/23/90
6054 011	Central Oregon Irrigation District	$ 1,000	App. 11/12/90
6054 014	John P. & Helen J. McBride	$ 3,800	App. 11/20/90
6054 015	Susan J. Gates	$ 2,200	App. 11/23/90
6054 016	Curtis Wayne Newton	$ 4,450	App. 11/02/90
6054 019	G. J. & Joyce M. Bissell	$ 3,460	App. 11/12/90
6054 024	Andy John Marquis	$ 4,100	App. 11/20/90
6054 025	Central Oregon Irrigation District	$ 300	App. 11/02/90
6054 027	U.S. National Bank, Trustee FBO Dorothy Dahl	$ 2,750	App. 11/12/90

GRANT COUNTY:

LONG CREEK–FOX – PENDLETON–JOHN DAY HIGHWAY:

58719	L.F. & Mildred McGirr	$ 3,450	App. 11/04/90

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE RD. – MT. HOOD FREEWAY:

57132	Violet Lape	$ 3,500	App. 11/19/90
57135	Thomas E. & Ruth Kosmalski	$ 3,500	App. 11/19/90

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58816	Manfred L. & Mary Heimann	$ 50,500	App. 11/23/90
58817	Donald R. Breazeale, Sr.; Virginia L. Breazeale	$ 57,000	App. 11/23/90

KLAMATH COUNTY:

CRATER LAKE BOUNDARY–FORT KLAMATH – CRATER LAKE HIGHWAY:

6068 002	Charles R. & Mary H. Gourley	Donation	App. 11/12/90

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December, 1990 – Page Five

OPTIONS: (Continued)

LINN COUNTY:

CORVALLIS–LEBANON INTERCHANGE – PACIFIC HIGHWAY:

6039 004	Glen W. & Francis L. White	$ 950	App. 11/19/90

SANTIAM RIVER BRIDGE – PACIFIC HIGHWAY:

58838	Kent Wooldridge	$ 2,300	App. 11/19/90

MALHEUR COUNTY:

AIRPORT WAY–CAIRO JCT. – OLDS FERRY–ONTARIO HIGHWAY:

6042 012	Earl M. Winegar, et al	$ 24,700	App. 11/19/90
6042 014A	Uchida Farms, Inc. (Irrigation Facility)	$ 26,146	App. 11/27/90
6042 017	Isamu & Toshiko Uchida	$ 3,900	App. 11/02/90
6042 018	Sho & Aiko Uchida	$ 4,400	App. 11/04/90
6042 029	Virgil E. & Janice A. Hicks	$ 3,600	App. 11/08/90
6042 033	Gerald A. Reever	$ 3,100	App. 11/14/90

MARION COUNTY:

MARKET STREET INTERCHANGE – PACIFIC HIGHWAY:

6027 007	Genuine Parts Company (Lohoff) (Fixtures & Signs)	$ 10,050	App. 11/19/90

N. SANTIAM S.P.–MILL CITY – NORTH SANTIAM HIGHWAY:

6061 002	Charles Weiss, Jr.; Edith Brown Weiss	$ 575	App. 11/03/90

MULTNOMAH COUNTY:

UNION/GRAND VIADUCT–S.E. RIVER ROAD – PACIFIC HIGHWAY EAST:

58823	Oregon Worsted Company	Donation	App. 11/27/90

SWIFT INTERCHANGE–DELTA PARK INTERCHANGE – PACIFIC HIGHWAY:

58846	General Leasing, Inc.	$ 7,315	App. 11/19/90

POLK COUNTY:

SAWTELL ROAD–M.P. 29 – SALMON RIVER HIGHWAY:

6073 003	Richard M. & Judith Ann Kirkham	$ 550	App. 11/14/90

UMATILLA COUNTY:

UPRR O'XING–PENDLETON HWY. (MIDDLE UNIT) – PENDLETON–COLD SPRINGS HIGHWAY:

6052 001	Levi Weidert, et al	$ 100	App. 11/02/90
6052 006	Orville Robert Sorey & Children	Donation	App. 11/19/90
6052 007	Michael & Jill Thorne	Donation	App. 11/04/90

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December, 1990 – Page Six

OPTIONS: (Continued)

UPRR O'XING–PENDLETON HWY. (NORTH UNIT) – PENDLETON–COLD SPRINGS HIGHWAY:

6053 003	Superior Farms, Inc.	$ 100	App. 11/14/90
6053 004	Hawman Farms, Inc.	Exchange*	App. 11/15/90
	(Exchange property of equivalent value from File 17286)		

WASHINGTON COUNTY:

MURRAY BLVD.–FANNO CREEK – SCHOLLS HIGHWAY:

6047 039	Chester L. Robinson	$ 7,000	App. 11/01/90

SCHOLLS @ S.W. HALL BLVD. – SCHOLLS HIGHWAY:

57041	Denny's Inc.	$3,677.50	App. – – – –
	(Addt'l. costs/reconnect utilities–Inv. Nos. 18721 & 18746)		

Dated this 13th day of December, 1990

Steven Green, Right of Way Manager

DATE: JANUARY, 1991

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

CLACKAMAS COUNTY:

1) **ALDERCREEK-WILDWOOD - MT. HOOD HIGHWAY:** File 33160 - Containing 300 Sq. Ft.; $150; Approved 11/30/90.

2) **NORTH TIGARD-HUBBARD INTERCHANGE - PACIFIC HIGHWAY:** File 46026 - Containing 1,465 Sq. Ft.; $2,200; Approved 12/14/90.

3) **SANDY-FOREST BOUNDARY - MT. HOOD HIGHWAY:** File 25437 - Containing 15,600 Sq. Ft.; $1,800; Approved 12/07/90.

COOS COUNTY:

3) **ALLEGANY-MARLOW CREEK - COOS RIVER HIGHWAY:** File 42460 - Containing 0.54 acres; $600; Approved 12/19/90.

4) **COQUILLE RIVER BRIDGE - COQUILLE-BANDON HIGHWAY:** File 53015 - Containing 0.30 acres; $2,400; Approved 12/07/90.

5) **CURTIS AVE.-COALBANK SLOUGH (COOS BAY) - OREGON COAST HIGHWAY:** File 58149 - Containing 12,620 Sq. Ft. (valued at $100,960) to be TRADED to Tower Motor Company for property acquired under File 58150; Approved 11/20/90.

CURRY COUNTY:

6) **EUCHRE CREEK-ROGUE RIVER - OREGON COAST HIGHWAY:** File S930 (1947) - Containing 1.98 acres; $1,500; Approved 12/10/90.

DESCHUTES COUNTY:

7) **MANAGEMENT HOME PURCHASE PROGRAM:** File 6003 014 - Single Family residence located at 2711 N.E. Purcell Blvd, Bend OR; on 6,000 Sq. Ft. site; $82,500; Approved 12/05/90.

DOUGLAS COUNTY:

8) **AZALEA-JOSEPHINE COUNTY LINE - PACIFIC HIGHWAY:** File 36968 - Containing 2.49 acres; $2,000; Approved 12/07/90.

Report of Actions Taken Under Delegated Authority
January, 1991 – Page Two

APPROVAL TO SELL EXCESS PARCELS: (Continued)

JOSEPHINE COUNTY:

9) **FOOTHILL BLVD.–ROGUE RIVER – REDWOOD HIGHWAY:** File 32631 (includes 32632 & 57407 excess) – Containing 29,825 Sq. Ft. (To be sold to City of Grants Pass); 2,800; Approved 12/13/90.

10) **FOOTHILL BLVD.–ROGUE RIVER – REDWOOD HIGHWAY:** File 32631 A (includes 57405 & 32632 – Containing 18,715 Sq. Ft. (To be sold to Grants Pass Associates); $10,822; Approved 12/13/90.

11) **GRANTS PASS–ROCK POINT – PACIFIC HIGHWAY:** File 28098 (includes Files 27153; 27724; 29221; Plus a portion of vacated Foothill Blvd.) – Containing 49,150 Sq. Ft.; $39,320; Approved 12/20/90.

LANE COUNTY:

12) **FLORENCE–CUSHMAN – FLORENCE–EUGENE HIGHWAY:** File 33389 – Containing 0.12 acres; $2,400; Approved 12/07/90.

MARION COUNTY:

13) **12TH ST. S.E.–24TH ST. S.E. (SALEM) – MISSION STREET:** File 54666 – Containing 3,602 Sq. Ft.; $2,000; Approved 12/07/90.

14) **MANAGEMENT HOME PURCHASE PROGRAM:** File 53950 Q – Residence located at 4912 Oak Park Drive N.E., Salem OR 97305; on 6,010 Sq. Ft.; (Purchase in 1985; Sold on Contract 7/86; Recently repossessed); $53,000; Approved 12/14/90.

MULTNOMAH COUNTY:

15) **LOMBARD–KILLINGSWORTH – N.E. PORTLAND:** File 04226 (AKA 05428) – Containing 1,880 Sq. Ft. (valued at $470), with an additional 1,800 Sq. Ft. in one–half of Buffalo St. which can be vacated (15 Ft. valued at $450); $920; Approved 12/14/90.

16) **MARQUAM BRIDGE–S.E. 84TH AVE. SECTION – MT. HOOD FREEWAY:** File 47017 – Containing 4,900 Sq. Ft.; $15,900; Approved 12/19/90.

17) **MARQUAM BRIDGE–S.E. 84TH AVE. SECTION – MT. HOOD FREEWAY:** File 47343 – Containing 5,000 Sq. Ft.; $48,500; Approved 12/19/90.

18) **TERWILLIGER INTERCHANGE SECTION – PACIFIC HIGHWAY:** File 6026 007 – Single–family residence; on $5,560 Sq. Ft.; $50,900; Approved 12/21/90.

19) **WEST UNION–CORNELIUS PASS – CORNELIUS PASS RD.:** File 12313 F – Containing 0.72 acres; $15,000; Approved 12/05/90.

APPROVAL TO SELL EXCESS PARCELS: (Continued)

POLK COUNTY:

20) **WEST SALEM – WILLAMINA-SALEM HIGHWAY:** File 26168 – Containing 692 Sq. Ft. (valued at $1,330) to be TRADED for 709 Sq. Ft. acquired under File 58849); Approved 12/14/90.

AGREEMENTS: (35–48)

21) ODOT Agreement No. RR 1315; Service Contract No. 90–5; with Southern Pacific Transportation Company, who agree to widen crossing, and other related activities, at grade crossing of **S.W. 3RD ST.** and the Westside Branch of SPTC (OPUC crossing No. F–688.2–C) in **CORVALLIS, BENTON COUNTY;** Estimated cost $125,517; Approved 12/05/90.

22) ODOT Agreement No. RR 1316; Service Contract No. 90–6; with Southern Pacific Transportation Company, who agrees to provide Engineering inspection on State's Project; **CLACKAMAS HWY.-GLADSTONE INTERCHANGE SECTION of JENNIFER ST.**; (involves C–759.3–A & C–759.56–C) and construct new grade crossing (C–759.56–C) and relocation of powerswitch instrument house; **CLACKAMAS COUNTY**; Estimated Cost $492,520; Approved 12/05/90.

23) ODOT Agreement No. RR 1317; with Southern Pacific Transportation Company; **COQUILLE REROUTE SECTION – COOS BAY-ROSEBURG HWY.**; **COOS COUNTY**; File 6028–037; M.P. Co 786.18; Permit to Enter R.R. property for Hwy. reconstruction; Admin. Fee of $2,500; Approved 12/05/90.

24) ODOT Agreement No. RR 1318; with Southern Pacific Transportation Company; to relocate signals and related activities at grade crossing of **E. MAIN ST.** and the Siskiyou Branch of SPTC (Opuc crossing No. C–6226.6) in **COTTAGE GROVE**, **LANE COUNTY**, **OR**; Estimated Cost $85,123 (State to bear 15% of cost of Cantilevered flashing light signals and 90% of remainder of work); Approved 12/05/90.

25) ODOT Agreement No. RR 1319; Service Contract No. 90–8; with Southern Pacific Transportation Company, who agrees to widen crossing and other related activities, at grade crossing of **LOWER BOONES FERRY ROAD** and the Tillamook Branch of SPTC (OPUC Crossing No. FD–747.9) in the **CITY OF LAKE OSWEGO; CLACKAMAS COUNTY OR**; Estimated cost $175,444 (State to bear 25% of cost of furnishing and installing cantilevered flashing light signals and 100% of the remainder of work); Approved 12/10/90.

26) Highway Easement Deed from U.S.A., DOT, Federal Highway Administration; **N. SANTIAM STATE PARK–MILL CITY SECTION – N. SANTIAM HWY.**; **MARION COUNTY**; File 6061 005; for R/W of a Highway over Federal land; Approved 12/21/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND DRIVE – PACIFIC HIGHWAY WEST:

6044 002	Walter A. Hart, III; Vicki J. Hart	$ 2,000	App. 12/19/90
6044 003	Donald P. Wagner & Evelyn Idzerda	$ 1,550	App. 12/19/90
6044 009	Corvallis Christian Center, Inc.	$ 4,060	App. 12/11/90
6044 013	Raman J. & Sushila R. Patel (Dendy)	$ 7,715	App. 12/17/90
6044 027	James Hastie (Vernon & Dawna Bolman)	$ 3,000	App. 12/24/90
6044 061	Ewart B. & Phyllis M. Lewis	$ 5,100	App. 12/19/90
6044 068	L. Virginia Murphy; Carol Dearing	$ 5,100	App. 12/17/90
6044 069	James M. & Lee C. Demith	$ 1,450	App. 11/29/90
6044 070	James M. Demith	$ 2,920	App. 11/29/90
6044 081	PERS	$ 1,260	App. 11/29/90
6044 086	Ole & Maria Teresa Anderson	$ 1,000	App. 11/29/90
6044 091	Corvallis Drilling Co., Inc.	$ 4,500	App. 12/19/90
6044 096	David D. & Charlotte B. Laberee	$ 3,725	App. 12/07/90
6044 099	Daniel J. & Lynda L. McGarry	$ 2,750	App. 12/17/90
6044 101	Lawrence J. & Katherine J. Carpenter Ted A. & Katherine C. Carpenter	$ 5,500	App. 11/21/90
6044 110	Truax Oil, Inc.	$ 100	App. 12/19/90

CLACKAMAS COUNTY:

BEAR CREEK–KEITH ROAD – WOODBURN–ESTACADA HIGHWAY:

6071 003	Thelma M. Buswell	$ 100	App. 11/29/90
6071 004	Molalla Union High School	$ 1,050	App. 12/05/90
6071 006	Jerome C. & Irene E. Crowley	$ 550	App. 12/05/90
6071 007	Eldon A. & Doris L. Rosenow	$ 300	App. 11/29/90
6071 012	Beverly Dilworth	$ 125	App. 12/11/90
6071 019	Delbert Karney	$ 2,000	App. 12/21/90

M.P. 9.92 – OSWEGO HIGHWAY:

6007 016	John R. & Sherrie Forsloff	Donation	App. 06/21/90

TACOMA INTERCHANGE–17TH AVE. – PACIFIC HIGHWAY:

6041 001	Southern Pacific Transportation Co. (Repurchase of Permanent Easement Rights)	$ 2,500	App. 12/17/90
6041 011	Oregon Liquor Control Commission	$188,745	App. 12/05/90
6041 020	George C. & Kathleen M. Anderson	$ 43,940	App. 12/05/90
6041 022	George C. & Kathleen M. Anderson	$ 6,175	App. 12/05/90

ZIGZAG–RHODODENDRON – MT. HOOD HIGHWAY:

58845	Evelyn Gordon/Marjorie Baker	$ 350	App. 11/27/90

OPTIONS: (Continued)

COLUMBIA COUNTY:

COLUMBIA CITY–WARREN – LOWER COLUMBIA RIVER HIGHWAY:

58726	Arvid M. & Lorain C. Salvhus	$ 76,500	App. 11/29/90

SCL SCAPPOOSE–MULTNOMAH COUNTY LINE – LOWER COLUMBIA RIVER HIGHWAY:

56196	Charles K. & Bunnette M. Looney (This parcel valued @ $1,515 plus $285 cash was traded for State's excess parcel valued at $1,800; Fencing allowance was $1,050)	$ 2,565	App. 11/01/90

COOS COUNTY:

COQUILLE REROUTE – COOS BAY–ROSEBURG HIGHWAY:

6028 019	Roseburg Forest Products (Eng. Design/other costs – Invoice No. 196) (See Sept. report under Agreements – Pg. 1, #6)	$460,418.98	App. 08/08/90
6028 019	Roseburg Forest Products (Land)	$ 98,650	App. 12/16/90
6028 037	Southern Pacific Transportation Company (Easement per ODOT Agreement No. 1317 on this report under "Agreements")	$ 2,500	App. 12/07/90

DESCHUTES COUNTY:

O'NEIL JCT.–REDMOND COUPLET – THE DALLES–CALIFORNIA HIGHWAY:

57587	Fred H. & Kathleen M. Elliott (Additional Expense)	$ 27	App. 12/17/90
6006 001	Charles R. & Joyce M. Discus (Partial Pymnt. of a total $22,000)	$ 500	App. 12/14/90

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 004	DeWitt C. & Gayle J. Maine	$ 10,020	App. 11/29/90
6032 065	Albert F. Williams; Walter A. Williams	$ 8,440	App. 12/05/90
6032 067	John & Suzanne Sears	$ 6,800	App. 12/24/90
6032 070	Charles A. & Suzanne R. Kirzy	$ 8,815	App. 12/05/90
6032 080	Ronald L. & Brenda Rae Towell	$ 4,500	App. 12/19/90

TERREBONNE–O'NEIL JCT. – THE DALLES–CALIFORNIA HIGHWAY:

6054 001	Suzie Curtis (Garbutt)	$ 150	App. 12/14/90
6054 002	David C. Risch & Cynthia L. Risch	$ 750	App. 12/17/90
6054 026	Del F. Sager	$ 14,100	App. 11/23/90
6054 033	Kenneth J. & Melinda J. Putvin	$ 350	App. 12/17/90

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE RD. – MT. HOOD FREEWAY:

57140	Timothy R. & Candace K. Chambers	$ 2,500	App. 11/27/90
57150	Clayton & Leila M. Blom	$ 8,900	App. 12/17/90
57167	Bruce R. & Debra L. Maurer	$ 21,500	App. 11/27/90

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January, 1991 – Page Six

OPTIONS: (Continued)

JOSEPHINE COUNTY:

FOOTHILL BLVD.–ROGUE RIVER/REDWOOD HWY. JCT. – REDWOOD HIGHWAY:

58710	Spaulding & Son, Incorporated	$ 41,900	App. 12/24/90

KLAMATH COUNTY:

CRATER LAKE BOUNDARY–FORT KLAMATH – CRATER LAKE HIGHWAY:

6068 012	Lucille J. Roeder	$ 150	App. 12/11/90

LANE COUNTY:

SALMON CREEK (OAKRIDGE BRIDGE) – WILLAMETTE HIGHWAY:

6029 021	Leonard L. & Gladys Weddle (% John Weddle)	$ 1,850	App. 12/05/90

MALHEUR COUNTY:

AIRPORT WAY–CAIRO JCT. – OLDS FERRY–ONTARIO HIGHWAY:

6042 002	Earl M. Winegar	$ 6,350	App. 11/27/90
6042 019A	Corp. of Presiding Bishop of Church of Jesus Christ of Latter–Day Saints	$44,150.69	App. 12/07/90
6042 039	Charles L. & Dorothy M. O'Malley (Fee) Efren P. & Estelvina R. Martinez (C.P.)	$ 1,310	App. 11/29/90

MARION COUNTY:

MARKET STREET INTERCHANGE – PACIFIC HIGHWAY:

6027 001	Otto & Margaret H. Wilson	$1,464,000.00	App. 12/20/90
6027 017	Katharine M. Jelderks	$ 44,990	App. 12/17/90

HAYESVILLE INTERCHANGE – PACIFIC HIGHWAY:

6045 005	Paul A. & Lillian P. Andresen	$ 33,550	App. 11/29/90

SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY:

6027 020	Steven Ashton	$1,234,500.00	App. 12/03/90

TILLAMOOK COUNTY:

SAND LAKE NATIONAL FOREST – OREGON COAST HIGHWAY:

58715	Orby E. Galloway	$ 20,000	App. 12/19/90

UMATILLA COUNTY:

MANAGEMENT HOME PURCHASE PROGRAM:

6003 003	Michael J. & Billie Jo Gardner (0.72 acre lot and 2,349 Sq. Ft. residence @ Rt. 4 – Box 4315, Hermiston OR; Lot 2, Block 3, Angus Acres)	$ 63,920	App. 09/27/89

Report of Actions Taken Under Delegated Authority
January, 1991 – Page Seven

OPTIONS: **UMATILLA COUNTY:** (Continued)

UPRR O'XING-PENDLETON HWY. (MIDDLE UNIT) – PENDLETON-COLD SPRINGS HIGHWAY:

6052 008	Orville Robert Sorey (5-yr. Lease of stockpile site in exchange for 400 Cu. Yds. of one-minus aggregate base – approx. $1,200 value)	Exchange	App. 11/28/90
6053 001	Lewis & Clark College	$1,552.56	App. 12/21/90

WASHINGTON COUNTY:

MAPLE ST. @ T.V. HWY. SPUR – TUALATIN VALLEY HIGHWAY:

6007 011	Joel C. & Barbara Groshong (Foreign Car Specialist, Inc.)	Donation	App. 12/21/89

MURRAY BLVD.-FANNO CREEK – SCHOLLS FERRY RD.:

6047 061	School Dist. #48 – Washington County	$ 31,690	App. 12/05/90

MURRAY BLVD. INTERCHANGE – SUNSET HIGHWAY:

58623	Electro-Scientific Industries	$ 19,240	App. 11/29/90
58631	Electro-Scientific Industries	$ 66,360	App. 11/29/90

PACIFIC HWY. @ EDY/SCHOLLS – PACIFIC HWY. WEST:

6060 020	Robert A. Gray & James R. Gray	$ 500	App. 12/11/90

Dated this 7th day of January, 1991

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CORVALLIS/LEBANON INTCHGE. SECTION OF THE PACIFIC HIGHWAY

6039009 - Albany 2, Inc.	Offer:	$5,100.00

MARY'S RIVER-KIGER ISLAND DRIVE SECTION OF THE PACIFIC HIGHWAY WEST

6044038 - Sandra Clark	Offer:	$1,600.00
6044058 - Charles N. Dean		4,800.00
6044065 - Kenneth H. Durrell		3,800.00
6044073 - Debby Hellstern		2,550.00
6044082 - Danny Bryce Amos		3,500.00

MT. HOOD - LONG PRAIRIE ROAD SECTION OF THE MT. HOOD HIGHWAY

57136 - Veterans' Affairs	Offer:	$2,250.00

SALMON CREEK (OAKRIDGE) BRIDGE SECTION OF THE WILLAMETTE HIGHWAY

6029019 - Francis G. and Frankie L. Failor	Offer:	$1,150.00

TERWILLIGER BOULEVARD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

6026005 - Edik Sayouyan	Offer:	$6,900.00

Dated this 31 day of December, 1990

for STEVEN GREEN, Right of Way Manager

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Environmental Section Manager, the following action was taken:

1) On November 26, 1990, approved Supplement No. 1 to a personal service contract with INFOTEC Research, Inc., for environmental and cultural resource management on a flexible basis. This supplement extends the completion date from November 30, 1990, to November 30, 1991. (Transportation Commission approved original contract on August 15, 1989.)

Dated this 10th day of January, 1991

Eb Engelmann

Eb Engelmann, Manager
Environmental Section

January 7, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On November 20, 1990, approved an agreement with Union County for law enforcement at the Sno-Parks in the Anthony Lakes and Spout Springs Ski Areas for the 1990-91 season. This agreement is effective through June 30, 1991, at a cost of $3,000.

2) On November 30, 1990, approved an agreement with the Department of Energy for two Highway Division vehicles to be converted to use compressed natural gas for fuel. This agreement is in effect through June 30, 1991, at no cost to the Division.

3) On December 12, 1990, approved an agreement with Applegate Roughriders Motorcycle Club for the South Trask System Trailhead Signs. (All Terrain Vehicle Project).

Dated this 7 day of January, 1991

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

January 2, 1991

731-0314A (10-90)

J

1-29-91

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	**SECTION AND COUNTY**
Northwest Landscape Industries Contract No. 10360 Acceptance Date: December 13,1990	S.E Powell Blvd.-S.E. Foster Rd. Multnomah County
Ball,Ball and Brosamer,Inc. Contract No. 10439 Acceptance Date: December 13,1990	S.Ashland Interchange-California State Line Jackson County
River Bend Sand and Gravel dba Salem Rd. & Drwy. Contract No. 10556 Acceptance Date: December 13,1990	Wilsonville - Hubbard Hwy. at Ehlen Rd. Marion County
Stach Construction Co. /Stach Equipment,Inc. Contract No. 10648 Acceptance Date: December 13,1990	East Fork Hood River (Dimmick Park) Br. Hood River County
Angell Asphalt and Aggregate,Inc. Contract No. 10760 Acceptance Date: December 13,1990	Hayden Mountain Pass Klamath County
James W. Fowler Co. Contract No. 10784 Acceptance Date: December 13,1990	Warrenton-Astoria Hwy. at Ft. Stevens Hwy. Clatsop County
Acme Concrete Company Contract No. 10387 Acceptance Date: December 14,1990	Columbia River Br.-Old Oregon Trail Hwy. Umatilla County
Tidewater Contractors,Inc. Contract No. 10812 Acceptance Date: December 14,1990	Crooked River Arm Bridge Jefferson County

Linnco Electric Co. Contract No. 10,820 Acceptance Date: December 14,1990	Centennial Blvd. at 10th St.(Springfield) Lane County
Angell Asphalt and Aggregate,Inc. Contract No. 10866 Acceptance Date: December 14,1990	Gray Creek-North Fork Road Coos County
Roy L. Houck Construction Co. Contract No. 10885 Acceptance Date: December 14,1990	Old Condor Br. Rd.-Pacific City Rd. Tillamook County
Morse Bros., Inc. Contract No. 10895 Acceptance Date: December 14,1990	Albany E.C.L.-Lebanon N.C.L. Linn County
Weaver Construction Co. Contract No. 10929 Acceptance Date: December 14,1990	District 12 Chip Seal Projects Umatilla and Grant Co's.

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$45,394,483.57	$66,187,208.20
Anticipated Costs	$43,079,778.03	$64,421,293.52
Percentage Overrun(Underrun)	-5.1%	-2.6%

Wayne Cobine, Manager
Office Of Operations

Date 12/27/90

BMW:bmw

DELAUTH

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Roadway Engineer, the following actions were taken:

1) On December 6, 1990, approved a personal service contract with Prografx of Oregon for computer configuration, installation, and training for the Landscape Group in Salem from December 3, 1990, to March 1, 1991, at a cost not to exceed $1,000.

2) On December 14, 1990, approved Supplemental No. 2 to a personal service contract with Texas A & M Research Foundation for guardrail crash testing on Crown Point Highway in Wasco County. This supplement extends the contract completion date to March 31, 1991. (Chairman Hollern approved original contract on December 1, 1989.)

Dated this 7th day of January, 1991

Jack Sullivan

Jack Sullivan
Roadway Engineer

January 4, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	L	MINUTES OF	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following actions were taken:

1) On November 16, 1990, signed a Memorandum of Understanding with Washington County's Department of Land Use and Transportation which involves plans for future transfer of Federal, State, and County funds for certain projects in Washington County.

2) On November 21, 1990, approved Supplement No. 2 to a personal service contract with Chase, Jones & Associates Inc. for right-of-way monumentation on the Bancroft Street-Sellwood Avenue Section of Macadam Avenue (Oswego Highway) in Multnomah County. This supplement extends the contract completion date to February 28, 1991. (Original approved by Transportation Commission May 16, 1990.)

Dated this 9th day of January, 1991

Don Adams
Region 1 Engineer

January 4, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following actions were taken:

1) On November 14, 1990, approved a personal service contract with Golder Associates Inc. for an engineering evaluation of the Arch Cape Tunnel on the Oregon Coast Highway in Clatsop County. This contract is effective November 14, 1990, to January 15, 1991, at a cost not to exceed $9,325.

2) On November 21, 1990, approved a supplemental agreement with Marion County covering the toll schedule of the Buena Vista Ferry over the Willamette River. (Transportation Commission approved original agreement April 17, 1990.)

Dated this 8th day of January, 1991

Ken Husby
Region 2 Engineer

January 4, 1991

731-0314A (10-90)

N

1-29-91

Oregon

DEPARTMENT OF
TRANSPORTATION

Public Transit Division

January 11, 1991

FILE CODE:

COM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Administrator

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Small City and Rural Area Transit Assistance Program. A state and federal funded program to provide capital assistance for public transportation service.

Date Signed	Grantee	Stripper Well Funds	Federal Funds
11/14/90	Yamhill County	$ 9,129	$ 39,201
11/14/90	City of Woodburn	5,270	22,630
11/14/90	Rogue Valley Trans.	64,600	277,400
11/14/90	Grant County	3,400	14,600
11/14/90	City of Corvallis	64,600	277,400
11/14/90	City of Albany	51,000	219,000

2. Small City and Rural Area Transit Assistance Program. A state and federal funded program to provide operating assistance for public transportation service.

Date Signed	Grantee	General Funds	Federal Funds
11/29/90	Baker County	$5,000	$ 7,400
12/04/90	Union County	5,450	10,500
12/04/90	Wallowa County	9,000	0

131 Transportation Bldg.
Salem, OR 97310
(503) 378-8201 (Voice)
TDD 378-5037
FAX 373-7376

732-0004(12-90)

3. Urban Mass Transportation Administration, Section 16(b)(2). A federal program for capital purchases of vehicles and equipment to be used in transporting elderly and disabled persons.

Date Signed	Grantee	Local Funds	Federal Funds
11/15/90	Volunteer Trans.	$34,626	$120,775
11/15/90	Volunteer Trans.	$49,875	$138,625

4. Rural Transit Assistance Program (RTAP). A 100% federal funded program to provide training, technical assistance, research and other support services to transportation providers in small cities and rural areas.

   A. Scholarship for $103 awarded to Micki Kaplan to attend the Urban Mass Transportation Administration/American Disabilities Act Regional Forum in Seattle, Washington on December 11, 1990 (December 10, 1990).

   B. Payment of $300 for Bill Ballester to speak at the Oregon Transportation Conference in Eugene on October 16, 1990 (October 29, 1990).

5. A one-year lease agreement for the Division's field office in The Dalles at $115 per month (December 12, 1990).

DHM:ag

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Strategic Planning and Communications

Fran Neavoll, Office Manager
Commission Services

deljan:ahd

0

1-29-91

Report of Condemnation Cases Settled

State v. Mason and Sullivan
L-9597
R-6028010
Section: Coquille Reroute
Highway: Coos Bay-Roseburg
County: Coos
State's Offer: $32,500
Defendant's Answer: $55,000
Settlement Amount: $40,001
Attorney: John McCulloch

State v. Koehler
L-9591
R-58106
Section: Forge Rd. Lobert Road
Highway: The Dalles-California
County: Klamath
State's Offer: $500
Settlement Amount: $2,500
Attorney: Robert Petersen

State v. Powell
L-9354
R-58022
Section: Greeley Ramp-North Banfield
Highway: Pacific
County: Multnomah
State's Offer: $2,000
Defendant's Answer: $5,000
Settlement Amount: $2,000
Attorney: Robert Petersen

State v. Krause et al
L-9598
R-6026002
Section: Terwilliger Blvd.
Highway: Pacific
County: Multnomah
State's Offer: $285,000
Settlement Amount: $305,000
Attorney: Roger Warren

Report of Condemnation Cases Settled/Cont'd

State v. Propstra
L-9448
R-57656
Section: S. E. 21st Avenue-S. E. Baseline
Highway: Tualatin Valley
County: Washington
State's Offer: $101,000
Defendant's Answer: $174,000
Settlement Amount: $132,000
Attorney: Roger Warren

State v. Shepard
L-9409
R-58047
Section: NE Portland Hwy-NE 201st Avenue
Highway: N.E. Portland Hwy.
County: Multnomah
State's Offer: $4,000
Defendant's Answer: $6,500
Settlement Amount: $10,000
Attorney: Roger Warren

State v. Leason et al
L-9484
R-56990
Section: Beaverton-Tualatin Hwy.
Highway: Beaverton Tualatin Hwy.
County: Washington
State's Offer: $5,550
Defendant's Answer: $25,000
Settlement Amount: $10,000
Attorney: Eric Bloch

REPORT OF TRIALS

State v. Newman
L-57466
R-9510
Section: Camas Valley-Roseburg
Highway: Coos Bay
County: Douglas
State's Offer: $12,750
Defendant's Answer: $30,000
Verdict: $20,600
Explanation: Verdict based on Court's findings that damages to the remainder exceeded the State's appraisal. Court adopted improved value of State's witness, but added more damages based on proximity.
Attorney: Robert Petersen

P

1-29-91

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

INT

December 9,1990

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On December 9, 1990, $ 9,099,657.02 was distributed to the counties as their share of motor vehicle revenues for the month of November, 1990.

On December 9, 1990, $ 5,790,555.51 was distributed to the cities for the month of November, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of December, 1990

Douglass R. Goldbach, Controller
Highway Division

731-0146 (11-69)

AN EQUAL OPPORTUNITY EMPLOYER

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
P	1-29-91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

January 9, 1991

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On January 9, 1991, $ 7,837,573.19 was distributed to the counties as their share of motor vehicle revenues for the month of December, 1990.

On January 9, 1991 $ 4,963,707.18 was distributed to the cities for the month of December, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of January, 1991

Douglass R. Goldbach, Controller
Highway Division

731-0314A (10-90)

At 7 p.m., February 18, 1991, the Oregon Transportation Commission held a dinner meeting at the Chumaree Hotel, 3301 Market Street N. E., Salem, with members of the Legislature for a legislative briefing and update on transportation issues. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Tony B. Lewis, Assistant Director for Finance
John Elliott, Assistant Director for Strategic Planning and Communications
John Rist, Manager, Office of Governmental Relations
Don Forbes, State Highway Engineer
Bill Anhorn, Deputy State Highway Engineer
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Fran Neavoll, Commission Services

The following members of the Legislature were present:

Joan Dukes, Chair, Senate Transportation Committee
Bill McCoy, Vice Chair, Senate Transportation Committee
Scott Duff, Member, Senate Transportation Committee
Peter Brockman, Member, Senate Transportation Committee
Tom Novick, Member, House Transportation Committee
Janet Adkins, Administrator, House Transportation Committee
Ruth Larson, Administrator, Senate Transportation Committee
Jackie Taylor, Member, House Transportation Committee

Senator Brockman left before the dinner was served.

Following dinner, Mr. Bothman reported that he met last week in Washington, D. C., with Oregon's Congressional delegation, Federal Highway Administration officials, Senate Environment and Public Works Committee staff, House Public Works Committee staff, and the Transportation Directors from all of the States (AASHTO Executive and Policy Committee) to discuss Oregon's position on the New Surface Transportation Assistance Act of 1991.

Mr. Bothman mentioned that the new five-year, $105 billion National Transportation Policy was announced last week which has the transportation officials concerned for the following reasons:

The Plan would give the States more freedom in spending transportation funds but put more of a burden on States to fund highway and transit projects.

The Policy seeks to focus Federal spending on the Interstate Highway System and other major roads, while increasing the States' responsibilities for other projects. This could affect Oregon's cities and counties by requiring a higher local share to pay for highway projects.

The Policy contains no increases in Federal funding for transit.

The Plan proposes to base State funding on population and fuel use, and the current system bases that funding on miles of roadway. This would affect Oregon because of its hundreds of miles of rural roads.

The Plan commits spending Federal Trust Funds; Oregon continues to pay more in Federal fuel taxes than the State gets back.

Mr. Bothman expects several transportation groups to lobby for changes once the bill reaches Congress. He said it would be difficult for the administration to get full agreement with the current policy.

Mr. Bothman said while in Washington he briefed the Congressional delegation on the Oregon Coast Parkway. He also sought funding for the Santiam River Bridge Project on I-5 in Marion and Linn Counties and for the Light Rail Project in Portland.

Chairman Hollern outlined some of the key proposals in the Transportation Program as follows:

1) Deliver a unified Oregon Transportation Plan to the 1993 Legislature;

2) Accelerate Access Oregon Highways Program; complete by the year 2000, ten years earlier than planned;

3) Improve major arterials; commit $22 million per year of State funds;

(Continued on next page)

4) Build one project ($10 million per year) on the Oregon Coast Parkway;

5) Maintain all commitments made in the current Six-Year Highway Improvement Program;

6) Fund the Westside Light Project;

7) Increase programs that will provide effective support for the growth, improvement, and safe operation of aviation in Oregon;

8) Maintain customer service in the Motor Vehicles Division;

9) Support rural/small city transit programs.

Chairman Hollern said in order to finance the program, the following funding package has been developed for consideration by the 1991 Legislature:

Highways: increase two cents per gallon of gasoline and equivalent weight-mile taxes effective January 1, 1992, through 1995; increase the bonding authority of the Commission to support the programs.

Public Transit: commit $10 million per year of State cigarette tax revenue to fund the State's share of the Westside Light Rail; allocate $1.5 million for stripper well funds for public transit.

Aviation: revise aircraft registration schedule to a year-around cycle; raise the aviation fuel tax by $.01; raise pilot registration fee by $4; raise jet fuel tax by $.005.

Motor Vehicles: increase transaction fees and addition of new fees to raise $8.8 million during the 1991-93 biennium.

Chairman Hollern urged the support of the Legislators as he felt this was a Program that would benefit the rural areas as well as the urban areas of the State.

The dinner meeting adjourned at 8:10 p.m.

The Oregon Transportation Commission's regular monthly meeting began at 9 a.m., February 19, 1991, in the Large Conference Room of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Tony Lewis, Assistant Director for Finance
John Elliott, Assistant Director for Strategic Planning and Communications
David P. Moomaw, Administrator of Motor Vehicles Division
Erik East, representing Public Transit Division
Paul Meyerhoff, Administrator of Aeronautics Division
William Anhorn, Deputy State Highway Engineer
Fran Neavoll, Commission Services

Commissioner Ford moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the January 28 and 29, 1991, meetings.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2830 in Commission's files, Salem.)

3) Adopted resolution transferring to Mill City an 8.25-acre parcel of surplus property and a truss span railroad bridge located in Mill City, Linn and Marion Counties. (Abandonment Resolution No. 645 in Commission's files, Salem.)

4) Financial aid to municipalities grants as a 50-50 match to the following:

   A) Josephine County Parks Department in the amount of $2,500 for security fencing at the Josephine County Airport in Grants Pass.

   B) City of Redmond in the amount of $856 for consultant assistance in attracting an additional air carrier to the Bend/Redmond area.

(Continued on next page)

C) Baker City in the amount of $2,400 for purchase and delivery of a truck and snow plow for use at the Baker Municipal Airport.

D) Crook County Court in the amount of $2,500 for a portion of a Federal airport improvement project at the Prineville Municipal Airport.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Assistant Director for Administration	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Office of Operations, Maintenance/Construction Manager	Exhibit G
Bridge Engineer	Exhibit H
Region 1 Engineer	Exhibit I
Region 2 Engineer	Exhibit J
Region 3 Engineer	Exhibit K
Region 5 Engineer	Exhibit L
Engineer of Materials and Research	Exhibit M
Automation Section Manager	Exhibit N
Assistant Attorney General	Exhibit O

The Commission confirmed their next meeting dates of March 18 and 19, 1991, in Salem. (See page 9781 for further discussion of March meeting.)

The Commission tentatively set April 2, 1991, for a 10 a.m. telephone meeting to discuss the Westside Light Rail Project.

The Commission tentatively scheduled the following arrangements for the April Commission meeting: April 16, 1991, Portland, dinner with Port of Portland; April 17, 1991, Portland, formal meeting, luncheon, joint meeting, and tour with Washington Department of Transportation and Commission.

Mr. Bothman reported that there is legislation proposed that would prohibit triple trailer trucks on highways in Oregon. He mentioned Oregon has allowed triple trailers for approximately 23 years. He said the issues are safety, the design of the facility, and economics of rail, freight, and trucks. In two months there will be a conference to develop a national freight policy and until that time, he said the staff is recommending that Oregon not prohibit triple trailer trucks or support this legislation. He handed to the Commission a list of highways where

triple trailers are allowed. (Copy in Commission's files, Salem.) Vice Chairman Whitty moved to reaffirm the State's present policy to allow triple trailers on highways and not make a change at this time. The Commission unanimously reaffirmed the present policy.

Judy Gregory mentioned that as a result of the Civil Rights presentation at the January 29, 1991, Commission meeting a letter had been prepared covering the issues raised and recommendations made by members of the public. She said the letter contained the response to each of the issues presented at the meeting. She mentioned that the Conference Room has been installed with an amplification system for the hearing-impaired. She asked the Commission if there were any questions or clarifications to the responses contained in the letter. The Commission felt that they should review annually the Civil Rights Programs. (Copy of letter dated February 11, 1991, in Commission's files, Salem.)

Mr. Anhorn requested approval of an agreement with the City of Redmond for an exchange of Federal-Aid Urban Funds for State Funds to be used on the proposed relocation of Airport Way, changing its connection with The Dalles-California Highway to the new Redmond Interchange. This project will be financed and constructed by the City of Redmond and Deschutes County in conjunction with the State Project, Redmond to Bend (North Unit). He said the improved safety to through traffic on Highway 97 and better access to the industrial areas of Redmond are considered beneficial to both State and local jurisdictions. Vice Chairman Whitty moved for approval of the agreement. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the agreement.

Mr. Anhorn requested approval of an amendment to the agreement with the Oregon All-Terrain Vehicle Association. He explained that the OATVA assists the Highway Division on the field administration of the All-Terrain Vehicle Program, and this agreement will expire on December 31, 1991. He asked that the original agreement be amended to increase the scope of work to include legislative support as approved by the Highway Division, as well as to increase the contract amount from $50,400 to $66,000. Vice Chairman Whitty moved for approval of the amendment. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the amendment.

Upon Mr. Anhorn's recommendation, Commissioner Ford moved to cancel a project in the 1991-96 Six-Year Highway Improvement Program. The motion carried unanimously by the Commission cancelling the following construction project:

Oregon Coast Highway at Olive Street (Newport); US101; Lincoln County; construction cost $100,000.

The Region and the City of Newport have been negotiating some major transportation improvements that may ultimately eliminate the need for this project. The City and Region agree that replacing the traffic signal at this time is not a prudent expenditure.

Mr. Anhorn requested increasing the project authorization on Contract No. 10,932 for work on the Lake Creek-Pacific Highway Section of the Corvallis-Lebanon Highway in Linn County in the amount of $934,225 (9% increase). He explained the major reasons for the overrun are:

1) rerouting an access which results in the construction of an underpass structure;

2) construction of off-site wetland mitigation that was not included in the contract; and

3) a change in surfacing design.

Mr. Anhorn said, in addition to the increase in project authorization, authority to sign an agreement with the City of Tangent is needed to share in the cost of the structure. Commissioner Breezley moved for approval. The motion carried unanimously by the Commission authorizing the increase and granting authority to the State Highway Engineer to sign the necessary agreement.

Mr. Anhorn requested approval of a one-year program allowing local governments to exchange Federal-Aid Urban and Secondary Funds for State Funds. He explained that representatives of the Association of Oregon Counties, the League of Oregon Cities, and the Highway Division have reviewed the first year of a trial program that allows this exchange, and he requested an extension for one year. He said the exchange program would be limited to the 1990-1991 Federal allocation year ending September 30, 1991. Vice Chairman Whitty moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreements.

Gary McNeel updated the Commission on the Freeway Management Program. He emphasized that congestion of the Portland area freeway system is rapidly growing; the congestion is costly and contributes to accidents. He recalled that in 1981, the first ramp control signals were installed in an attempt to improve the flow of traffic on the freeways. He said although these devices have helped, they have not been enough. He said in 1989 the Commission approved the formation of a Freeway Management Program. Since that time, he said an additional review has identified several areas that need the following research:

1) Area-wide Traffic Management System that best fits the Portland area;

2) Improvements for effective Incident Management;

3) Detection system for optimum system operation (to determine how well the freeway is performing).

Mr. McNeel commented that the Federal Highway Administration is changing its emphasis from construction and expansion to operation and optimization. He said funds have been earmarked for development of advanced traffic management systems in addition to normal program apportionment. A proposal will be submitted for a $400,000 grant to perform this research which will be done by a consultant. If the grant is received, he said the results of the study will help identify priorities for installation of field devices, when to budget capital expenditure items, and staffing and scheduling needs. He outlined the near and long-term goals for the program. He asked for the Commission's continued support in the program. (Written presentation in Commission's files, Salem.)

Dwayne Hofstetter, Traffic Engineer, gave a status report on screening of highway overpasses designed to protect motorists from people dropping objects onto traffic. He handed the Commission a list of structures that have been retrofitted with protective screening since 1989. (Copy of list in Commission's files, Salem.) He mentioned there have been 15 structures retrofitted at a total cost of $433,000. In addition, two overpasses were installed with illumination at a cost of $11,000.

Mr. Hofstetter said police reports show that there have been 16 rock-throwing incidents from highway overpasses during the past two years. He commented that none of the incidents have occurred at the locations where screens or lighting have been installed.

Mr. Hofstetter requested that the current program continue for another two years at ten locations. He mentioned the Region Engineer selects which overpasses are to be screened based on location, the amount of pedestrian and bicycle traffic using the overpasses and the number of reported rock-throwing incidents.

Chairman Hollern asked if the projects were in the current Six-Year Program. Mr. Hofstetter said they were not in the current program but the screening is funded from the operations portion of the Highway Division budget. There was discussion by Chairman Hollern and Commissioner Breezley as to whether the projects should be in the update of the Six-Year Program.

Vice Chairman Whitty moved to continue the program. The motion carried unanimously by the Commission to continue adding protective screening on 10 highway overpasses in the next two years for a total of $300,000.

Cam Gilmour mentioned that the Manual for Developing the Six-Year Transportation Improvement Program (1993-1998) had been mailed to the Commission previously. (Copy in Commission's files, Salem.) He mentioned this is the first time in history that the Six-Year Program will be updated into a unified Transportation Program. He said the process would be similar as in the past with the integration of transit, aeronautics and rail. Mr. Gilmour outlined the process for developing the Program. The Commission appeared to agree with the process as outlined in the Manual.

Bob Royer, Planning Engineer, reviewed the concerns of the Commission expressed at their meeting in November pertaining to the Highway Plan. He said there have been several developments since November and he suggested that the Commission reconsider the discussions. He recalled that the Commission had decided to separate the policies from the Highway Plan and to have the Highway Plan as an internal document.

Mr. Royer said in November there was concern about the short range vs. long term type of planning (documents and programs). He reviewed a chart which listed as examples the Transportation Plan, Highway Plan, and Corridor Plans as the directional plans (long term - 10 years or more). He said an example of implementation programs (short-term - one to six years) would be the Six-Year Program.

Mr. Royer showed charts that outlined the following: 1) steps taken when policies are adopted and amended to the Highway Plan; 2) effect of ODOT plans on land use plans; and 3) a diagram of the Transportation Plan. He said the Transportation Plan would have plans for each mode of transportation, such as rail, aeronautics, pipeline, ports, waterways, transit, and highway. He commented that included in the Highway Plan would be the 1) plan strategies covering preservation, maintenance, bridge, modernization, research, urban arterial, and Access Oregon Compression; 2) plan policies covering level of importance system, access management, interchange, truck load restriction, and aesthetics; and 3) plan refinements covering Access Oregon Highway Corridor Plans, major arterial corridor plans, and other corridor plans.

Mr. Royer said by having the policies and the funding strategies together in the Plan gives the ability through the State Agency Coordination agreement and the upcoming transportation rule to require local governments to incorporate ODOT's plans in their comprehensive plans. He mentioned the refinement plan gives the ability to negotiate and to work with local governments in making sure that the plans are compatible.

Mr. Royer stated there will be initial policies in the Plan with additional policies coming later as they are developed.

Mr. Royer presented a proposed schedule for the plan of action as follows:

Consensus Building	Now - March 1
Commission Approves Draft	March 19
Distribution/Review Period	April
Public Hearings	May 1 - 10
Report Hearing Results to Commission Commission Approves Printing and Distribution	May 21
Distribute Final Plan	June

Mr. Royer explained why the Highway Plan should be adopted with the policies and strategies included as follows:

1) To establish much-needed long-range policies (levels of importance, Access Oregon Highways, access management);

2) To provide a link with local comprehensive plans;

3) To meet public expectations for development of a Highway Plan and to raise confidence in the Commission planning and leadership;

4) To create legal weight for highway policies in the State Land Use Planning Program (Goal 12 and periodic review);

5) To carry out the requirement of the State Agency Coordination Program.

Mr. Royer asked the Commission to reconsider their November decision. The Commission agreed with Mr. Royer's presentation; however, Vice Chairman Whitty was concerned that there was sufficient time for a consensus building by the March meeting and for sending a copy of the draft to the Commission a week prior to the March 19 meeting. Mr. Royer said this date could be extended, if necessary. Chairman Hollern told Mr. Royer to proceed on the Plan as outlined. (See Mr. Royer's written presentation in Commission's files, Salem.)

Dinah Van Der Hyde requested approval of Special Transportation Grant Program requests to meet the needs of special transportation providers throughout Oregon. She explained these grants contributed toward planning, operating, or capital purchases using money from cigarette taxes funding the Special Transportation Fund Discretionary Account and from Section 16(b)(2) of Urban Mass Transportation Act. These funds are offered to assist transportation providers in providing rides for elderly and disabled citizens.

Ms. Van Der Hyde mentioned this is the first grant awards for this program, which was created by the 1989 Legislature. She said 92 applicants were received totalling $4.57 million and the Division has $2.3 million available. She explained that an evaluation panel reviewed the projects according to the standards and criteria contained in the administrative rule and the guide book. The resulting scores were used to rank projects to determine which could be funded. Commissioner Ford moved for approval of the Special Transportation Grant Program Projects. The motion carried unanimously approving the following projects and an $8,711 contingency fund available for differences in expected capital purchases. The Commission also authorized the Public Transit Division to enter into agreements with local governing bodies and nonprofit providers to undertake the projects.

1991 STG GRANTS

NAME	AMOUNT	COMMENTS
GRANT COUNTY	12,900	DEMO & OPERATING
UNITED SENIORS OF BEND	90,468	3 MOD VANS W/LIFTS & 3 RADIOS
SENIOR CITIZENS COUNCIL	15,456	MINI VAN & RADIO
MILTON-FREEWATER	25,600	OPERATING
MALHEUR COUNTY	28,000	MOD VAN W/LIFT
MALHEUR COUNTY	70,000	OPERATING
CLATSOP COUNTY	46,830	22 PASS BUS W/LIFT
DOUGLAS COUNTY	16,775	PLANNING
BAKER COUNTY	20,000	PLANNING
UNION COUNTY	20,000	PLANNING
RVTD	5,348	PLANNING
VOLUNTEER TRANSPORTATION	200,000	3 MOD VANS W/ LIFTS, 4
OHAS	94,169	2 MED BUSES W/LIFTS
DOUGLAS COUNTY	83,220	3 MOD VANS W/LIFTS & 3 RADIOS
RAP	15,708	STD VAN
BTS	28,728	MOD MINI VAN & RADIO
UMPQUA/DRTF	56,700	1 MOD VAN, 2 STD VANS & 1 LIFT
SPRUCE VILLA, INC.	29,400	MOD VAN W/LIFT
ROCKWEST TRAINING	19,320	STD VAN
RESIDENTIAL ASSISTANCE	6,720	USED STD VAN W/LIFT
CENTRAL OREGON COA	26,840	MOD VAN W/LIFT
WASCO COUNTY	20,000	OPERATING
SOUTH COAST	17,226	RADIOS
SMS	86,240	2 BUSES
BTS	20,352	PLANNING
POLK SR. TRANSPORTATION DIST	31,920	MOD VAN W/LIFT
HASL	6,392	MODIFICATIONS
LCOC-OAKRIDGE	29,400	MOD VAN W/LIFT
TRI-MET	400,000	OPERATING
RON WILSON	19,320	STD VAN
UMATILLA	100,000	OPERATING
HELP INC./STEP FORWARD	28,000	MOD VAN W/LIFT
OPEN DOOR	16,000	STD VAN W/LIFT
MORROW COUNTY	28,000	MOD VAN W/LIFT
POLK ENTERPRISES	18,250	STD VAN W/LIFT
CENTER ENTERPRISES	18,690	STD VAN & RADIO
SOROPTOMISTS OF PRINEVILLE	14,280	MINI VAN
COMMUNITY ACTION AGENCY	42,420	BUS W/LIFT
LCOG/LTD	44,000	PLANNING
CHEHALEM SENIORS	41,580	BUS W/LIFT
OPTIONS FOR SOUTHERN OREGON	16,422	STD VAN
JOSEPHINE COUNTY	16,000	PLANNING
PEOPLE'S STORE	15,120	STD VAN
MID-VALLEY WORKSHOP	29,945	MOD VAN W/LIFT
LINCOLN COUNTY	57,920	2 MOD VANS W/LIFTS & 5 RADIOS
RVCOG	60,000	OPERATING
SATD	50,000	PLANNING
LINN COUNTY	88,630	OPERATING
TRI-MET	63,000	OPERATING/TRAINING
TOTAL GRANTS RECOMMENDED	2,291,289	

Dave Bishop, Manager of the Oregon Transportation Plan, outlined the general process for developing the Oregon Transportation Plan. He said the process would begin with an overview, vision, policy plan, and system plan. He then outlined a glossary of terms for the Unified Transportation Plan, Oregon Transportation Plan, Transportation System Plans, Modal or Division Plans, and Six-Year Transportation Improvement Program.

Chairman Hollern expressed concern for the number of terms as he felt it appears to be bureaucratic. Mr. Bishop agreed that it would be better to eliminate some of the terms but they all meant different things. Commissioner Breezley and Vice Chairman Whitty appeared to agree with the Chairman's concerns. Chairman Hollern urged him to simplify and clarify the terms.

Mr. Bishop then outlined the policy formation roles which would begin with Phase I: Policy Advisory Committees to draft the policies; a State Agency Technical Committee regarding policy resources; Phase 2: local, regional, State agencies and Local Officials Advisory Committee to review the draft policies; and Phase 3: public involvement through statewide public hearings. He said the management of this process would begin with the Transportation Commission, ODOT Plan Oversight Committee, (a subcommittee of the Management Team), Plan Manager, and State Agency Planning Committee (Highway, Public Transit, Aeronautics, Motor Vehicles, Ports Division, Public Utility Commission, Tri-Met, Port of Portland, Land Conservation and Development, Department of Energy, Department of Environmental Quality, and Economic Development Department).

Mr. Bishop discussed a calendar of events for 1991 and 1992 relative to the Plan preparation:

1991

Approve planning process	February
Land use and transportation symposium	March
Policy Advisory Committees' draft policies	April - June
Approve draft policy plan	September
Public hearings: draft policy plan	November - December

1992

Review system plan:preliminary needs/ financial analysis	January
Adopt policy plan/review legislative concepts	April
Approve draft systems plan	June
Public hearings:draft systems plan	July
Adopt systems plan and financial plan	August

Mr. Bishop outlined the Commission's involvement in this planning schedule. He explained how the policies of urban mobility, rural access, freight productivity, safety improvements and financial systems would be written. He mentioned that economy, land use, environment and technology would be considered as to how it affects each of the policies.

Mr. Bishop reviewed the process, mission and focus for the Policy Committees.

Commissioner Breezley felt that the Federal involvement should be considered for each of the policies.

Mr. Bishop indicated that each Commission member had indicated a desire to Chair the following Committees:

Rural Access Policy Advisory Committee, Chaired by John Whitty;

Financial Systems Policy Advisory Committee, Chaired by Mike Hollern;

Safety Improvements Policy Committee, Chaired by Cynthia Ford;

Freight Productivity Policy Advisory Committee, Chaired by Roger Breezley;

Urban Mobility Policy Advisory Committee, Chaired by David Bolender.

Following the meeting, Mr. Bishop reviewed with the Commission a list of the proposed members to serve on the Advisory Committees. (Copy in Commission's files, Salem.)

Mr. Bishop discussed the purpose and methodology in developing the Statewide Transportation System Plan Element that would occur after the policies have been identified.

Mr. Bishop handed the Commission a draft document entitled "Oregon in 2030: A Vision to Guide Transportation Planning". (Copy in Commission's files, Salem.)

(Mr. Bishop's presentation entitled "Oregon Transportation Plan" is in written outline form in Commission's files, Salem.)

Russ Beaton, a consultant hired to work on the Transportation Plan, reviewed the discussions made at the Silver Falls Retreat. He reiterated that the transportation planning process must include land use and economics. He also briefly discussed the land use symposium to be held in March and he felt it was important that the members of the Policy Committees be present. He outlined his role in working with the Commission and Department on this Transportation Plan. He closed by suggesting that it might be prudent to have public input in April and June when the draft policies are prepared.

Chairman Hollern called for a recess at 11:05 a.m. Commissioner Breezley left the meeting at this time.

Chairman Hollern reconvened the meeting at 11:25 a.m.

Chairman Hollern asked the Commission if the dinner meetings were something that should be continued and if there was value in these meetings. Vice Chairman Whitty suggested having dinner meetings every other month. Commissioner Ford suggested discontinuing them for the next few months since it appears there are a lot of meetings that will require the Commission's attendance. She said maybe some of the items discussed during the formal meeting could be discussed at the dinner meeting. Mr. Bothman suggested meeting with Advisory Committees or other State agencies when there is a specific purpose or issue to discuss. It was decided by the Commission not to hold a dinner meeting in March and to consider it on a case-by-case basis in the future. The Commission felt that the out-of-town dinner meetings with the local officials were beneficial and should continue.

Mr. Bothman stated he planned to retire on June 30, 1991, to coincide with the adjournment of the 1991 Legislature. Chairman Hollern said that Mr. Bothman epitomizes public service in this State, and it will be a difficult challenge to find his replacement.

The Commission reviewed the selection criteria for the Director of the Department of Transportation's position as outlined below. The applicants must possess these traits and attributes to be considered for an interview and selected as the new Director.

- **Visionary** - the ability to focus 20 or more years into the future and to perceive ideas and approaches to issues creatively, sometimes doing things in ways that have not been tried before.
- **Global View** - a big picture perspective of transportation issues.
- **Thinker** - possesses good analytical skills, the ability to analyze and grasp issues and situations quickly and thoroughly.
- **"Can Do" Attitude** - the ability to make things happen.
- **Experience** - a strong transportation background with an excellent track record.
- **Good Communication Skills** - open, honest, objective, and a good listener.
- **Excellent Interpersonal Skills** - includes a team management approach with clear goals and objectives.
- **Inspirational Leader** - one who can gain the voluntary support of stakeholders inside and outside the Department.
- **Energetic** - a positive approach to advocating the Department's agenda.
- **Understanding of Organizational Development Models** - a commitment to streamline and improve Department operations and management.
- **Cultural Diversity** - a demonstrated commitment to promote cultural diversity in the Department.
- **Facilitator** - proactively works to establish effective and harmonious relations with elected and appointed officials.

Vice Chairman Whitty suggested that the words "previous administrative experience in the transportation field" be added to the criteria. Chairman Hollern agreed and asked that under the "Experience" criteria the words "strong management background" be added to the transportation background.

The Commission then considered the proposed process for the selection of the Director as follows:

1. By March 29, Commissioners, staff, Fred Miller, etc., will inform potential candidates of the opening and ask that resumés and names of references be sent to the Chairman, c/o of Director's Office.

2. By April 5 the Director's staff will screen resumés to 8 to 10 candidates.

3. By April 12 the Personnel Services Section will check references on the 8 to 10 candidates.

4. By April 15 the Chairman in consultation with Commissioners will appoint a screening committee made up of the Chairman and two others.

5. By April 30 the Screening Committee will recommend two to four finalists to the full Commission for consideration.

6. By May 10 the Commission will interview finalists and the ODOT Management Team will meet informally with each finalist.

7. By May 17 the Chairman will seek concurrence of the Governor with the final selection.

8. On May 21 the Commission will formally vote on the new Director of the Department of Transportation.

(Continued on next page)

Chairman Hollern asked if there was anyone in the audience who wished to comment on the criteria and process for the selection of the Director. Commissioner Ford moved for adoption of the criteria and the selection process. The motion carried unanimously by the Commission.

There being no further business to consider, Chairman Hollern adjourned the meeting at 11:35 a.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Commission Services

Roger L. Breezley, Commissioner

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Interagency agreement with Oregon State University for the development of an improved Ride Specification for Oregon pavements at an estimated cost of $45,000. The study will review and make recommendations to the Asphalt Pavement Committee to assist in the formation of a new or revised specification. William Anhorn approved for the State Highway Engineer January 4, 1991. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 14 day of January, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

January 9, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following actions were taken:

1) On December 31, 1990, approved a personal service contract with Ruth I. Johnson to conduct two public contact skills classes on March 20-21 and June 25-26, 1991, at a cost not to exceed $2,350.

2) On December 31, 1990, approved a personal service contract with Stylemetrics System, Inc., to conduct two stylemetrics workshops on March 26 and 27 and October 8 and 9, 1991, at a cost not to exceed $3,000.

3) On January 2, 1991, approved a personal service contract with Focal Point Programs for two "Conflict at Work - Job Wars" classes to be held on April 29 and 30 and July 9 and 10, 1991, at a cost not to exceed $4,000.

4) On January 8, 1991, approved an intergovernmental agreement with Chemeketa Community College for the following courses at a total cost not to exceed $5,455:

Conducting Eff. Meetings March 5, 1991 Cost: $730	Time Management March 19, 1991 Cost: $675
Conduct. Eff. Interviews April 16, 1991 Cost: $775	Prep. to be Interviewed May 7, 1991 Cost: $775
Tech. Report Writing May 14-15, 1991 Cost: $950	Presentation Skills June 4 and 11, 1991 Cost: $1,550

Dated this 30th day of January, 1991

Judy Gregory

Judy Gregory
Assistant Director for Administration

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On December 12, 1990, signed a personal service contract with Prototype Incorporated for development of an Equipment Management System. This contract is effective January 7, 1991, to December 31, 1991, at a cost not to exceed $38,000. (Approved by Chairman Hollern November 8, 1990. Contract signed by William Anhorn for State Highway Engineer.)

2) On December 20, 1990, signed a personal service contract with CH2M Hill Northwest, Inc. to perform bridge inspections in Baker, Union, Gilliam, and Wallowa Counties and various cities. This contract is effective December 20, 1990, to July 31, 1992, at a cost not to exceed $189,500. (Transportation Commission approved on March 20, 1990. Contract signed by William Anhorn for State Highway Engineer.)

3) On December 20, 1990, signed a personal service contract with Burgess & Niple, Limited, to perform bridge inspections in Clackamas County. This contract is effective December 20, 1990, to December 31, 1992, at a cost not to exceed $69,000. (Transportation Commission approved on March 20, 1990. Contract signed by William Anhorn for State Highway Engineer.)

4) On December 21, 1990, signed a personal service contract with Spencer B. Gross Inc. to provide a digitalized map for the Westside Corridor 1 Project. This contract is effective January 14 to February 28, 1991, at a cost not to exceed $18,775. (Approved by Chairman Hollern on December 10, 1990.)

731-0314A (10-90)

5) On December 27, 1990, approved a 4.4 percent increase in project authorization on the E. McMinnville Interchange-Airport Road Section of Salmon River Highway in Yamhill County (Contract No. 10,782) in the amount of $196,361.16. (Approved by Bill Anhorn for State Highway Engineer.)

6) On December 27, 1990, signed a personal service contract with CH2M Hill Northwest, Inc., for bridge inspection services in Linn and Yamhill Counties. This contract is effective December 27, 1990, to July 31, 1992, at a cost not to exceed $275,000. (Transportation Commission approved March 20, 1990. Contract signed by William Anhorn for State Highway Engineer.)

7) On January 2, 1991, signed a personal service contract with TMA Architectural Group for an analysis and space study in Region 3 in Roseburg. This contract is effective from January 11 to June 30, 1991, at a cost not to exceed $20,000. (Chairman Hollern approved on September 24, 1990. Contract signed by William Anhorn for State Highway Engineer.)

8) On January 8, 1991, signed an agreement with Douglas County for construction of the relocated Carnes Road connection to the Oakland-Shady Highway and the Carnes Road extension westward to Happy Valley Road. (Transportation Commission approved on July 17, 1990, as part of Six-Year Highway Improvement Program. Contract signed by William Anhorn for State Highway Engineer.)

9) On January 17, 1991, approved a 6.3% increase in project authorization on the Corvallis/Lebanon Highway at Peoria Road in Linn County (Contract No. 10,828).

10) On January 23, 1991, signed Supplement No. 3 to a personal service contract with Hood River County for the Winter Maintenance Program on Old Columbia River Highway. This supplement extends the terms of the original agreement. (Anthony Yturri approved on December 26, 1984. Contract signed by William Anhorn for State Highway Engineer.)

Dated this 4TH day of FEBRUARY, 1991

William Anhorn
for Donald E. Forbes, State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the U.P.R.R. O'Xing-Pendleton Highway Section of the Pendleton-Cold Springs Highway in Umatilla County. Bids received December 20, 1990. Contract No. 10,993 awarded on January 2, 1991, to Steelman-Duff, Inc., A Corporation of Washington, Clarkston, WA, at $4,099,462.55.

2) Soundwall on the Beltline Highway at Cal Young Neighborhood in Lane County. Bids received December 20, 1990. Contract No. 10,998 awarded on January 2, 1991, to Holm II, Inc., Stayton, at $256,718.10.

3) Signing on the Deschutes River-West Pendleton Section of the Columbia River Highway and the Old Oregon Trail in Sherman, Gilliam, Morrow and Umatilla Counties. Bids received December 20, 1990. Contract No. 11,008 awarded on January 2, 1991, to Jacksonville Corporation, Wilbur, at $916,427.80.

4) Work on the Terrebonne-O'Neil Junction Section of The Dalles-California Highway in Deschutes County. Bids received December 20, 1990. Contract No. 11,009 awarded on January 2, 1991, to R. L. Coats, Bend, at $3,072,244.60.

5) Work on the Murray Boulevard Interchange Section of the Sunset Highway in Washington County. Bids received December 20, 1990. Contract No. 11,010 awarded on January 2, 1991, to Wildish Standard Paving Co., Eugene, at $5,470,993.00.

Dated this 4TH day of FEBRUARY, 1991

(William Imholt)
for Donald E. Forbes, State Highway Engineer

January 2, 1991 - 9788 -

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On January 9, 1991, approved an agreement with Marion County for inspection and maintenance of the Gallon House Covered Bridge effective through July 31, 1991, at a cost not to exceed $5,642.

2) On January 9, 1991, signed a supplemental agreement with Wasco County to revise responsibilities for the archeological studies concerning the construction of the Paquet Gulch (Reservation Road) Bridge project. (Original agreement approved by the State Highway Engineer on March 4, 1988, and is part of the 1989-94 Six-Year Highway Improvement Program.)

3) Signed the following Special City Allotment agreement: (Transportation Commission approved September 18, 1990)

DATE SIGNED	CITY	PROJECT
1-14-91	Junction City	Eleventh Avenue, (Ivy Street, Greenwood St. & Greenwood St. from 10th to 11th Ave.)

4) On January 15, 1991 signed an agreement with the City of Portland covering the Arterial Streets Overlay and Reconstruction Phase 9 Project. (Transportation Commission approved on July 17, 1990, as part of Six-Year Highway Improvement Program.)

Dated this 30th day of January, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAU PROJECT					
Pacific Hwy W- Newberg High School City of Newberg	Cancellation				1-24-91
WCL-Newton St City of Medford	$2,570,000	$2,264,684	$152,658	$152,658	1-24-91 *
FAS-C PROJECT					
Barnett Rd - Fern Valley Rd. N. Phonenix Rd. FASA373	$2,030,000	$1,342,000	$ 90,500	$597,500	1-15-91

January 29, 1991

Cam Gilmour, Manager
Program Section

* Project approved through field survey at an estimated cost of $195,000.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On November 30, 1990, established a 40 MPH speed zone on the Old Salem Road in Linn County. (See "Speed Zone Order No. 984.")

2) On January 24, 1991, approved removing the "No Turns On Red" interior illuminated sign on the south approach of the Tualatin Valley Highway/Murray Blvd. intersection (Highway 29, M.P. 4.58), City of Beaverton, Washington County.

Dated this 30th day of January, 1991

Dwayne Hofstetter, Traffic Engineer

January 28, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

MARY'S RIVER-KIGER ISLAND DR. SECTION OF THE PACIFIC HIGHWAY WEST

6044007 - Union Oil Company of Calif.	Offer: $500.00
6044019 - William S. Wilt	650.00
6044040 - Sandra L. Clark	2,250.00

MT. HOOD - LONG PRAIRIE ROAD SECTION OF THE MT. HOOD HIGHWAY

57117 - Richard Santacroce	Offer: $4,350.00

O.C.I. ACCESS RD.-STANTON BLVD. INTCHGE. SECTION OF STANTON BLVD.

6080008 - Jean Eileen Banning	Offer: $150.00
6080013 - Hattie M. Davisson	600.00

SANTIAM RIVER (SOUTHBOUND) BRIDGE SECTION OF THE PACIFIC HIGHWAY

58837 - William Walters	Offer: $1,600.00

TERWILLIGER BOULEVARD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

6026004 - Kain, Wayne Tom	Offer: $10,800.00

Dated this 29th day of January, 1991

STEVEN GREEN, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On November 19, 1990, approved an agreement with Douglas County to purchase an All-Terrain Vehicle for law enforcement and emergency response at the Diamond Lake area. Cost not to exceed $5,000.

Dated this 30 day of January, 1991

Wayne Gobine

Wayne Gobine, Manager
Office of Operations

January 28, 1991

EXHIBIT G

MINUTES OF 2/19/91

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Gilbert Pacific Corp. Contract No. 10198 Acceptance Date: January 9,1991	McKenzie River - Willamette River Lane County
Weaver Construction Co. Contract No. 10667 Acceptance Date: January 9,1991	Idaho Street - Carroll Rd. (Mosier) Wasco County
Road and Driveway Co. Contract No. 10789 Acceptance Date: January 15,1991	Corvallis/Newport Highway - Bay Blvd.(Newport) Lincoln County
Rowell & Wickersham Construction,Inc. Contract No. 10913 Acceptance Date: January 15,1991	Stag Hollow Cr. - Wapato Rd. Yamhill County
Ross Bros. Construction,Inc. Contract No. 10669 Acceptance Date: January 15,1991	Fishhawk Creek Bridge Clatsop County
R.L. Coats Contract No. 10731 Acceptance Date: January 15,1991	Black Canyon - Harper Junction Malheur County
Roy L.Houck Construction Co. Contract No. 10843 Acceptance Date: January 15,1991	Slick Rock Creek - Sulphur Creek Lincoln County
Bayview Transit Mix,Inc. Contract No. 10870 Acceptance Date: January 15,1991	Dooley Br. - Cannon Beach Junction Clatsop County

EXHIBIT G

MINUTES OF 2/19/91

Morse Bros,Inc. Contract No. 10887 Acceptance Date: January 15,1991	Walnut St.(Hillsboro)-St Paul E.C.L. Washington & Marion Cos.
Linnco Electric Co. Contract No. 10828 Acceptance Date: January 22,1991	Corvallis/Lebanon Hwy. at Peoria Rd. Linn County
Morse Bros.,Inc. Contract No. 10650 Acceptance Date: January 23,1991	Coast Range Summit - Burnt Woods Lincoln County
Roseburg Paving Co.,Inc. Contract No. 10740 Acceptance Date: January 23,1991	Douglas Avenue - Parrott Creek(Roseburg) Douglas County
Harney Rock and Paving Co. Contract No. 10742 Acceptance Date: January 23,1991	Wrights Point - Narrows Harney County
Barnes Drilling,Inc. Contract No. 10845 Acceptance Date: January 23,1991	Bologna Creek - Grant County Line Wheeler County
Bayview Transit Mix,Inc. Contract No. 10880 Acceptance Date: January 23,1991	Necanicum River - "I" Street(Nehalem) Clatsop and Tillamook Cos.
J.C. Compton Contractor,Inc. Contract No. 10897 Acceptance Date: January 23,1991	Alsea Hwy. Recycle Benton County
Morse Bros.,Inc. Contract No. 10912 Acceptance Date: January 23,1991	Sevenmile Creek Road - Lost Prairie Rd. Linn County
J.C. Comton Contractor,Inc. Contract No. 10941 Acceptance Date: January 23,1991	Hayesville - Battle Creek Inlay(Salem) Marion County
Kelly F. White Contract No. 10954 Acceptance Date: January 23,1991	District 1 Guard Rail Clatsop and Tillamook Cos.

EXHIBIT G

MINUTES OF 2/19/91

Eucon Corp.of Idaho
Contract No. 10976

Acceptance Date: January 23,1991

Service Creek Rock
Production
Wheeler County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$31,841,286.90	&98,028,495.10
Anticipated Costs	$32,179,247.00	$96,600,540.52
Percentage Overrun (Underrun)	+1.06%	-1.50%

for Wayne F. Cobine, Manager
Office of Operations
Date 1-20-91

BMW:bmw

DELAUTH

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On December 18, 1990, approved a software licensing agreement with the University of Maryland's Bridge Engineering Software Transfer Center for the Merlin Dash V. 3.1 Program.

Dated this 30 day of January, 1991

Thomas D. Lulay

Thomas D. Lulay, Bridge Engineer

January 28, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following actions were taken:

1) On December 7, 1990, approved a personal service contract with Wilsey & Ham Pacific, Inc., for environmental services on the Columbia City-Warren Section of Lower Columbia River Highway in Columbia County. This contract is effective December 7 to December 31, 1990, at a cost not to exceed $1,805.

2) On December 17, 1990, approved a personal service contract with Chase, Jones & Associates Inc. for surveying and monumentation of Highway Division surplus property along Macadam Avenue in Portland, Multnomah County. This contract is effective December 17, 1990, to February 28, 1991, at a cost not to exceed $7,509.

3) On December 26, 1990, approved the following abandonment of damage claim No. CAO-85-496. Amount of $1,569.76 for damage to concrete posts, bridge rail, and curb on the Pacific Highway (I-5) at M.P. 296.34 in Multnomah County. The driver has declared bankruptcy and is unable to make restitution.

Dated this 31 day of January, 1991

Don Adams
Region 1 Engineer

January 28, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following action was taken:

1) On January 15, 1991, approved Supplement No. 1 to a personal service contract with Golder Associates Inc. for an engineering evaluation of the Arch Cape Tunnel on the Oregon Coast Highway in Clatsop County, which extends the completion date to March 31, 1991. (Signed by Ken Stoneman for Region 2 Engineer.)

Dated this 1st day of February, 1991

Ken Husby
Region 2 Engineer

January 28, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

1) On December 21, 1990, approved abandonment of damage claim No. CAO-90-484. Amount of $603.96 for damage on the Pacific Highway (I-5) at M.P. 25 in Jackson County. County authorities confirm that the driver was a transient with no means to pay restitution.

Dated this 13th day of February, 1991

James Gix
Region 3 Engineer

January 28, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following action was taken:

1) On November 5, 1990, approved a lease agreement with the Parks and Recreation Department covering the use of space in the Region 5 Office Building in La Grande, Union County.

Dated this 9th day of January, 1991

J. X. Wilson
Region 5 Engineer

January 7, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following actions were taken:

1) On December 28, 1990, approved an interagency service agreement with Chemeketa Community College for an IBM-compatible personal computer training course effective January 16-23, 1991, at a cost not to exceed $2,876.

2) On December 28, 1990, approved an interagency service agreement with Chemeketa Community College for a commercial drivers license training course effective January 10-March 15, 1991, at a cost not to exceed $2,700.

3) On December 28, 1990, approved a personal service contract with Chemeketa Community College for a defensive driving training course to be held in Scappoose on January 12, 1991, at a cost not to exceed $900.

4) On January 24, 1991, approved an intergovernmental service agreement with Chemeketa Community College for the computer training courses with the Association of Oregon Counties effective January 28 to July 31, 1991, at a cost not to exceed $4,575.

Dated this 1 day of February, 1991

W. J. Quinn
Engineer of Materials and Research

January 28, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	2/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Automation Section Manager, the following action was taken:

1) On November 30, 1990, approved a personal service contract with Oberland Associates to provide instruction in data modeling and focus group techniques effective until June 30, 1991, at a cost not to exceed $10,000.

Dated this 30 day of JANUARY, 1991

Doug Tindall, Manager
Automation Section

January 28, 1991

731-0314 (10-90)

EXHIBIT 0

MINUTES OF 2/19/91

Report of Condemnation Cases Settled

State v. Gratteri
L-9443
R-57209
Section: S. E. Baseline-E. Main Street
Highway: S. E. 10th Ave
County: Washington
State's Offer: $5,700
Defendant's Answer: $12,000
Settlement Amount: $7,500
Attorney: Roger R. Warren

State v. Lindgren
L-9440
R-57662
Section: S. E. 21st Avenue - S. E. Baseline
Highway: Tualatin
County: Washington
State's Offer: $32,420
Defendant's Answer: $40,000
Settlement Amount: $36.210
Attorney: Roger R. Warren

State v. Lucherthand
L-9557
R-57789
Section: Spangler Hill - Molino
Highway: Cascade Hwy, South
County: Clackamas
State's Offer: $21,170
Settlement Amount: $25,000
Attorney: Roger R. Warren

State v. Leathers
L-9450
R-58366
Section: Stark St., Glisan St.
Highway: S. E. 223rd Avenue
County: Multnomah
State's Offer: $2,050
Defendant's Answer: $40,000
Settlement Amount: $5,000
Attorney: Roger R. Warren

State v. Baker, et al.
L-9442
R-57210
Section: S. E. Baseline St. - E. Main St.
Highway: S. E. 10th Avenue
County: Washington
State's Offer: $57,600
Defendant's Answer: $150,000
Settlement Amount: $80,000
Attorney: Lynn D. Larsen

EXHIBIT 0
MINUTES OF 2/19/91

Report of Condemnation Cases Settled (Continued):

State v. Olson, et al.
L-9385
R-57347
Section: Scholls Highway at Hall Blvd.
County: Washington
State's Offer: $26,400
30-Day Offer: $40,000
Settlement Amount: $42,000
Attorney: Roger R. Warren

State v. Sandy Blvd Mobile Villa
L-9408
R-58052
Section: N.E. Portland Highway - N.E. 201st
Highway: N. E. Portland
County: Multnomah
State's Offer: $1,025
Settlement Amount: $1,025
Attorney: Roger R. Warren

State v. Mansfield, et al
L-9495
R-58078
Section: Cascade Hwy. N. - Lester Interchange
Highway: Johnson Creek
County: Clackamas
State's Offer: $33,000
State's 30-Day Offer: $47,001
Defendant's Answer: $105,000
Settlement Amount: $49,500
State's Attorney: Martin Dolan

EXHIBIT O
MINUTES OF 2/19/91

Report of Trials

State v. Stone, et al.
L-9464
R-57365
Section: Foothill-Blvd - Rogue River
Highway: Redwood
County: Josephine
State's Offer: $3,500
Defendant's Answer: $50,000
Verdict: $9,996.40
Explanation: Verdict exceeded reviewed appraisal amount because the jury found that the property, which was zoned multifamily (duplex), could no longer be used as a duplex lot and the highest and best use in the after is single family residential.
Attorney: Robert A. Petersen.

State v. Kerns, et al.
L-9462
R-57744
Section: Kern Swamp Rd. - Weyerhaeuser
Highway: Green Springs
County: Klamath
State's Offer: $21,470
Defendant's Answer: $38,000
State's 30-Day Offer: $25,000
Jury's Verdict: $26,859
Explanation: State's original appraisal did not include cost of cure damages for change of grade at farm crossings. Jury awarded damages for the change of grade, but otherwise, accepted the State's testimony.
Attorney: Robert A. Petersen

EXHIBIT 0
MINUTES OF 2/19/91

Report of Trials (Continued):

State v. Mills
L-9575
R-58242
Section: Emil Creek - Mt. Hood Winery
Highway: Woodworth Drive
County: Hood River
State's Offer: $3,220
State's 30-Day Offer: $6,001
Defendant's Answer: $26,700
Jury Verdict: $4,000
Explanation: The jury accepted the State's testimony and discounted defendant's testimony of severance damages.
Attorney: Roger R. Warren

State v. Dempsey, et al.
L-9340
R-57215
Section: Stark Street
Highway: S. E. 223rd Avenue
County: Multnomah
State's Offer: $500
State's 30-Day Offer: $1,000
Defendant's Answer: $8,240
Jury Verdict: $5,240
Explanation: Important issue in this case was the Gresham City Ordinance requiring dedication of property taken. The property could only be used for farming or dedicated for widening the street. The Court incorrectly modified the State's jury instructions to say the jury could give this ordinance any weight it desired in determining just compensation.
Attorney: Roger R. Warren

Report of Condemnation Cases Optioned [Dismissed]

State v. Kilby
L-9646
R-6051008
Section: UPRR O'xin - Pendleton Hwy. (South Unit)
Highway: Pendleton - Cold Springs
County: Umatilla
Remarks: Settled by Right of Way
Attorney: Roger R. Warren

The Oregon Transportation Commission began their regular monthly meeting at 8:30 a.m., March 19, 1991, in Room 122 of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Tony Lewis, Assistant Director for Finance
Donald E. Forbes, State Highway Engineer
Paul Meyerhoff, Administrator of Aeronautics Division
Jim Hunter, representing Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Public Transit Division
Robert G. Clour, Division Administrator, Federal Highway Administration
Regina Bochsler, Commission Services

There were other staff persons present.

Commissioner Bolender moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the February 18 and 19, 1991, meetings.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2831 in Commission's files, Salem.)

3) Financial aid to municipalities grants to the following:

   A) Crook County Court in the amount of $4,500 as a 50-50 match for a portion of a Federal airport improvement project at the Prineville Municipal Airport. (Replaces Commission action of February 19, 1991, in the amount of $2,500.)

   B) City of Roseburg in the amount of $4,500 to accomplish work for safety and topographical reasons at the Roseburg Municipal Airport, Douglas County.

(Continued on next page)

4) Agreements with the National Academy of Sciences and the Federal Highway Administration to support the National Cooperative Highway Research Program. Oregon's share is $99,470 for fiscal year 1991. (Authorized State Highway Engineer to sign necessary agreements.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Assistant Director for Administration	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Office of Operations, Maintenance/Construction Manager	Exhibit G
Engineer of Materials and Research	Exhibit H
Region 2 Engineer	Exhibit I
Region 4 Engineer	Exhibit J
Motor Vehicles Administrator	Exhibit K
Assistant Attorney General	Exhibit L
Highway Controller	Exhibit M

The Commission confirmed their next meeting dates as follows:

April 4, 1991, 2:30 p.m.: Special Commission meeting with Governor Roberts to discuss her vision of land use, transportation and energy in Oregon. The April 2, 1991, telephone meeting previously scheduled for discussion of the Westside Light Rail Project was changed to April 4. The Light Rail discussion will follow the Governor's presentation.

April 16, 1991, Portland: Dinner with Port of Portland.

April 17, 1991, Portland: Formal meeting, lunch, joint meeting, and tour with Washington Department of Transportation and Commission.

The Commission tentatively set the date for the following meeting in Salem as May 21, 1991.

Mr. Bothman introduced the new Division Administrator of the Federal Highway Administration as Robert G. Clour. He replaced Richard Fairbrother.

Mr. Elliott updated the Commission on House Bill 2074 which, as originally drafted and presented by the Board of Maritime Pilots, was intended to amend existing pilotage statutes to require, with certain exceptions, all ships operated on the State's pilotage grounds to be piloted by a State licensed pilot. He said recent amendments to the bill would subject the board's activities to oversight by the Transportation Commission and would attempt to deal with some of the "closed shop" aspects of the Board's licensing and training activities. He commented it appears there is agreement on the compulsory pilotage issue but division on the need for Transportation Commission oversight studies, apprenticeships programs, etc. (See written documentation dated March 14, 1991, to Commission regarding this legislation.)

Mr. Elliott said the Commission could a) oppose the bill; b) support the concept; or c) attempt to facilitate greater involvement by the existing Maritime Board, support an interim study, and revisit the issue next legislative session, if necessary. He asked for the Commission's guidance.

Mr. Bothman mentioned that as the bill is proposed there would be no connection between the Maritime Board and the Department. The Commission would have the broad oversight of the Board's activities. He said he has remained neutral on this issue.

Virginia Barton, Administrator of the Board of Maritime Pilots, was present and provided further information to the Commission.

The Commission instructed Mr. Bothman to take a strong neutral position as it appears there is no specific reason why the Board should seek direction from the Commission.

In the absence of Mr. Moomaw, Jim Hunter commented that the Motor Vehicles Division is working hard to achieve acceptable service levels. He said the goal of meeting the customers' needs within 15 minutes of their arrival in some of the field offices have not been met. He asked Dwight Apple to discuss the customer service delivery on hearings.

Mr. Apple said his section is responsible for administering fair and impartial hearings when the agency takes administrative action which suspends, cancels, or revokes a driver license, title, or a dealers' or wreckers' business license. He said this biennium there will be about 13,000 hearings. During 1988 and 1990, the workload increased 38 percent in taking administrative action on implied consent law. He explained that there is a 30-day statutory service delivery requirement on the implied consent law and the service delivery goal for administrative procedures act hearings is 90 days. He mentioned the service delivery is about 150 days on the administrative procedure hearings due to the rise in the implied consent hearings.

Russ Graham handed the Commission a document that contained primary customer service levels in the Field Offices for the period 1989 to 1991. (Copy in Commission's files, Salem.) He explained the average

waiting times of 14.8 minutes in 1989, 19.6 minutes in 1990, and 18.4 minutes in 1991. He mentioned that the goal of 15 minutes was difficult to attain due to a variety of conditions, such as implementation dates of legislation, staffing levels, and the weather. He said the Division is working on creative approaches to improve customer service by keeping the public informed of office peak workload months and of transactions that can be conducted by mail.

Mr. Hunter discussed the title processing time of 19.2 minutes for 1989, 25.2 minutes for 1990, and 23 minutes for 1991, with a goal of 21 minutes. He also explained the conviction entry time of 12.2 minutes for 1989, 16.5 minutes for 1990, and 16.1 minutes for 1991, with a goal of 12 minutes. (See document in Commission's files, Salem.)

Mr. Hunter said he felt the future of streamlining the processing times is to automate the interface between the Court System and the Division. For example, the Courts would enter the data and the information would automatically be transmitted to Motor Vehicles. He said the most important thing that has been done to manage the service levels and workloads more effectively is the computer revisions that have been undertaken; however, the benefits will not be seen until 1993. He closed by reviewing the management initiatives that have been implemented to help the Division meet its challenges in providing service.

Mr. Meyerhoff informed the Commission of a need for a Letter of Understanding between the Aeronautics Division and the Oregon Air National Guard in Klamath Falls regarding the proposed use of the Juniper Low Military Operating Area. He explained this Letter of Understanding establishes parameters for aviation usage of the proposed new military airspace. He said Commission action is not required and is reported for their information.

Mr. Elliott updated the Commission on the Local Officials Advisory Committee. He said the staff is working to update a 1977-78 joint agreement to more accurately reflect the new role of the Committee as directed by the Commission. The agreement will be presented to the Commission in the near future. He mentioned that a Chairman and Vice Chairman have been selected and the Committee will become active in the development of the Transportation Plan.

John Rist briefed the Commission on President Bush's proposal for the new Surface Transportation Assistance Act of 1991. The bill proposes an increase of nearly 40 percent in highway and transit program funding over the next five years, beginning with $19.5 billion in Fiscal Year 1992 and ending with $23.9 billion in 1996.

Mr. Rist discussed two major areas of the Bill as follows:

NATIONAL HIGHWAY PROGRAM

National Highway System would replace the Federal-aid Program's focus on the 43,000-mile Interstate System, now nearly complete. The System would be two-tiered: 1) Interstate System and other primary highways of national significance, for a total Federal network of 150,000 miles; 2) Secondary and Urban-Rural Highway Systems. Oregon submitted to FHA three options ranging from 2,100 miles to about 3,500 miles in Oregon. FHA has now allocated approximately 2,600 miles in Oregon. This would encompass the Interstate System, all of Access Oregon Highways, Highway 101, and various segments of other highways, such as 395, US97, and US95.

Federal Funding for the Interstate System would remain at a 90 percent share; Federal Funding for other primary highways outside the Interstate System would remain at 75 percent. The Federal contribution for the Urban-Rural System would decrease from 75 percent to 60 percent.

Permit States to construct and operate toll roads and would provide up to 35 percent of the cost of toll road construction.

Modifies formulas used to allocate highway funds and classify bridges. Formula used to allocate highway funds would assign a 70 percent weight to fuel consumption. Bridge classification would be based on level of service criteria.

Gives the States and cities greater flexibility in spending highway dollars. It places increased emphasis on linking land use and transportation planning and provides funds for scenic highways, but no reference to the Pacific Coast Scenic Parkway.

Eliminates the Public Lands Highway Program and prohibits States from requiring that Interstate motor carriers obtain intrastate authority, opening the door to preemption by the Federal Government of State weight-distance taxes.

(Continued on next page)

URBAN MASS TRANSIT PROGRAM

Distributes most program funds on a formula basis and fund all transit programs from the Mass Transit Account of the Highway Trust Fund.

Reduces substantially discretionary funding and restricts operating assistance to areas with 50,000 to 1,000,000 in population.

Reduces the Federal Government's share of funding for capital grants from 80 percent to 60 percent and would decrease Federal Funding for new starts and most other transit programs from 75 percent to 50 percent.

Gives the States and cities the flexibility to use transit funds for eligible highway projects.

Extends the Highway Trust Fund to 1998. Repeals the five-cent gasoline tax in 1995.

Mr. Rist said there is concern over certain portions and there will be changes to the Bill. He mentioned that Congressman Robert Roe of New Jersey will be holding five field hearings; one in Portland on March 28 in which Chairman Hollern and Vice Chairman Whitty will testify.

Mr. Rist handed the Commission a document which showed a proposed comparison of Highway Funds and the projected revenue for the current law and for the new Surface Transportation Act. (Copy in Commission's files, Salem.)

Tony Lewis advised the Commission that the budgets for Central Services and Motor Vehicles Divisions are completed through the Ways and Means process. He discussed the budget summaries for those two Divisions as follows:

ODOT
1991-93 BUDGET DECISION SUMMARY
CENTRAL SERVICES DIVISION

	AGENCY REQUEST	FTE	GOVERNOR'S REC	FTE	LEG APPROVED	FTE
ADMIN & SUPPORT SERVICES						
BASE BUDGET						
OTHER FUNDS	41,128,052	234.98	41,281,030	234.98	40,700,419	233.98
FEDERAL FUNDS	840,224	0.02	840,207	0.02	840,204	0.02
TOTAL BASE	41,968,276	235.00	42,121,237	235.00	41,540,623	234.00
DECISION PACKAGES						
101 IMPROVED REGIONAL PERSONNEL SERVICE	388,560	4.00	388,560	4.00	0	4.00
102 MAIL ROOM PRODUCTIVITY	70,000	0.00	0	0.00	0	0.00
103 ISF CUSTOMER SVC. PKG.						
PHOTO COPY	487,668		412,834		412,834	
GRAPHICS	62,658	1.00	62,658	1.00	62,658	1.00
INFO SYSTEMS LEASE	3,079,035		3,079,035		3,079,035	
INFO SYSTEMS (CASE)	582,511	1.00	486,000	0.00	486,000	0.00
TOTAL PACKAGE	4,211,872	2.00	4,040,527	1.00	4,040,527	1.00
104 EMPLOYEE DEV. PKG.						
TRAINING	66,500	0.00	0	0.00	0	0.00
WELLNESS	122,300	0.00	0	0.00	0	0.00
CAREER DEVELOP.	269,800	0.00	269,800	0.00	265,000	0.00
TOTAL PACKAGE	458,600	0.00	269,800	0.00	265,000	0.00
105 DAY CARE	81,000	0.00	81,000	0.00	81,000	0.00
106 ESB PROGRAM	210,239	2.00	210,239	2.00	200,239	2.00
107 RAIL MARKETING	200,000	0.00	0	0.00	0	0.00
108 POSITION TRANSFERS	(105,721)	(2.00)	(105,721)	(2.00)	(105,721)	(2.00)
MARITIME PILOTS						
BASE BUDGET						
OTHER FUNDS	89,561	0.50	104,537	0.50	103,627	0.50
OTHER FUNDS-NON LTD	11,115		11,115		11,115	
TOTAL BASE	100,676	0.50	115,652	0.50	114,742	0.50
DECISION PACKAGES						
201 WORKLOAD INCREASE	42,982	0.30	55,982	0.50	55,982	0.50
202 ATTORNEY GENERAL SERVICES	5,000	0.00	0	0.00	0	0.00
203 RELOCATION EXPENSES	2,500	0.00	2,500	0.00	2,500	0.00
204 CAPITAL OUTLAY	2,000	0.00	0	0.00	0	0.00

(Continued on next page)

ODOT
1991-93 BUDGET DECISION SUMMARY
CENTRAL SERVICES DIVISION

	AGENCY REQUEST	FTE	GOVERNOR'S REC	FTE	LEG APPROVED	FTE
SUPPLEMENTAL (CSD)						
109 PUBLICATIONS COORD. TRANSFER	0	0.00	96,215	1.00	96,215	1.00
TOTAL CENT. SERVICES	47,635,984	241.80	47,275,991	242.00	46,291,107	241.00

ODOT
1991-93 BUDGET DECISION SUMMARY
MOTOR VEHICLES DIVISION

	AGENCY REQUEST	FTE	GOVERNOR'S REC	FTE	LEG APPROVED	FTE
BASE BUDGET						
OTHER FUNDS	93,405,260	898.41	92,999,683	896.41	92,362,834	896.41
FEDERAL FUNDS	300,000	0.00	298,336	2.00	298,336	2.00
TOTAL BASE	93,705,260	898.41	93,298,019	898.41	92,661,170	898.41
DECISION PACKGES						
101 MAINTAIN CUSTOMER SERVICE	476,505	1.00	0	0.00	0	0.00
102 PROGRAM SUPPORT	130,675	2.00	0	0.00	0	0.00
103 CAPITAL OUTLAY	77,281	0.00	0	0.00	0	0.00
104 ELIMINATE CERTIFIED MAIL	(833,793)	(0.50)	(1,523,625)	(0.50)	(1,523,447)	(0.50)
201 MAINTAIN CUSTOMER SERVICE	5,918,536	95.17	3,042,985	49.73	2,373,215	38.67
202 PROGRAM SUPPORT	97,566	1.00	0	0.00	0	0.00
203 FACILITIES	1,795,520	1.00	0	0.00	0	0.00
204 TRAINING	405,419	3.00	0	0.00	0	0.00
205 HIGHWAY SAFETY	167,729	2.00	0	0.00	166,875	2.00
206 CONSUMER PROTECTION	100,665	2.00	0	0.00	0	0.00
207 RECLASSIFICATIONS	80,526	0.00	0	0.00	0	0.00
SUPPLEMENTAL						
105 REDUCE APA HEARINGS	0	0.00	(940,163)	(10.00)	(877,098)	(10.00)
208 REDUCE APA HEARINGS	0	0.00	(40,500)	(1.00)	(45,780)	(1.00)
985 HEADQUARTERS BUILDING	0	0.00	690,000	0.00	0	0.00
TOTAL MOTOR VEHICLES	102,121,889	1005.08	94,526,716	936.64	92,754,935	927.58

Chairman Hollern inquired about the Motor Vehicles Headquarters Building. Judy Gregory informed the Commission that the next step is the approval of the Capitol Construction Subcommittee of Ways and Means. It was explained that there are no funds in the 1991-93 approved budget for the building; the $690,000 was removed from the budget and added to the ending balance, which will be the beginning balance of next year. Mr. Lewis said it will be necessary to secure the approval of the Emergency Board next year.

Mr. Forbes announced that Paul Meyerhoff had passed his Instrument Flight Check. The Commission extended their congratulations.

Upon recommendation of Mr. Forbes, Vice Chairman Whitty moved to expand the scope of a project in the construction section of the 1991-1996 Six-Year Highway Improvement Program. The motion carried unanimously and the Commission also authorized the State Highway Engineer to sign the necessary agreement to expand the following project:

> Sisters-Tumalo Passing Lanes; US97, The Dalles-California Highway, Deschutes County. The current project authorization is $3,634,000 increased to $5,220,000.
>
> The current project calls for the construction of three passing lanes, an alignment correction, and a scenic turnout. The additional request would expand the work to include a preservation overlay between the passing-lane units and west into Sisters. Also, a left-turn channelization would be constructed at Cloverdale Road. Funding will come from a savings on the Redmond-Bend, North Unit.

As recommended by Mr. Forbes, Vice Chairman Whitty moved for increasing project authorizations on three contracts. The motion carried unanimously by the Commission increasing the authorizations on the following contracts:

1) Contract No. 10,701, Lawen Section of the Steens Highway, Harney County, in the amount of $426,291.23 (11.2 percent increase).

2) Contract No. 10,575, Dixie Summit-Austin Junction Section, John Day Highway, Grant County, in the amount of $300,000 (7.6 percent increase).

3) Contract No. 10,809, Pacific Highway West at Canterbury Lane (Tigard), Washington County, in the amount of $62,070.82. (9.5 percent increase).

Mr. Forbes requested approval of Supplement No. 4 to a personal services contract with Cooper Consultants, Inc., to allow extra work in design, environmental analysis, and public coordination necessary for the

completion of alternative design and the draft environmental document on the 209th Avenue-Murray Boulevard Section of the Farmington Highway in Washington County. The supplement will increase the cost by $70,860 for a new total project cost of $481,274.07 and will extend the time to December 31, 1991. Vice Chairman Whitty moved for approval of the supplement. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary supplemental contract.

Mr. Forbes requested authority to hire a consultant, PRODATA Inc., for data processing services for the expansion and enhancement of the Right of Way Information Management System to include the data processing needs of the Right of Way field offices. He explained this project would save personnel time and improve the efficiency of the Right of Way Section's data processing. The estimated cost for the project is $280,000. Vice Chairman Whitty moved for approval of the contact. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contract.

Chairman Hollern called for a five-minute recess.

Chairman Hollern reconvened the meeting and Mr. Moore said the purpose of the presentation is to bring the Commission up-to-date on the current features and specifics of the Westside Light Rail Corridor Project in the Portland metropolitan area. He mentioned on April 4, 1991, the Commission will be asked to make a recommendation that will be consistent with the decisions of the other jurisdictions involved in the project. Tri-Met will vote on April 12, 1991, on the final route.

Bob Post of Tri-Met gave a brief update on the project schedule and the progress that has been made recently. He said since Tri-Met last met with the Commission, the environmental impact statement has been released. He made the following points:

1) The project is on schedule.

2) Citizen's Advisory Committee will make the initial recommendation on the project on March 19, 1991.

3) By March 26, 1991, a recommendation will be forwarded to each of the seven jurisdictions involved.

4) Tri-Met Board will make a final decision on April 12, 1991.

Mr. Post handed the Commission a 70-day decision process schedule. (Copy in Commission's files, Salem.)

The Commission then viewed a slide presentation showing the alternative routes of the corridor.

Tom Walsh, General Manager of Tri-Met, mentioned three upcoming meetings involving the Department as:

Project Management meeting on March 20, 1991;
Steering group meeting on March 25, 1991;
Commission recommendation on April 4, 1991.

Mr. Walsh then outlined the project costs as follows:

$500 million: A 1989 preliminary engineering cost estimate for a project with a tunnel and a zoo station to 185th Avenue expressed in 1990 dollars.

$650 million: A 1990 preliminary engineering cost estimate for a project with a tunnel and a zoo station to Hillsboro expressed in 1990 dollars;

$944 million: A 1990 preliminary engineering cost estimate for a project with a tunnel and a zoo station to Hillsboro expressed in year of construction dollars.

Mr. Walsh said the construction time period for this project would be from 1992 through 1998, with service to Hillsboro in the Fall of 1998. He suggested that each partner year by year contribute to the capital cost of the project in the same proportion as committed to the total funding, such as:

75% Federal funding;

Non-federal funding split between the State and Region - 12.5% each;

Average annual construction inflation is 6.9%.

Mr. Walsh reviewed the following tabulation of cost elements and partnership funding:

WESTSIDE CORRDIOR LIGHT RAIL PROJECT

(all amounts in millions, year-of-construction dollars)

REQUIREMENTS SUMMARY		RESOURCES SUMMARY	
A. Cost Elements	**Amount**	**A. Partnership Funding**	
Right of Way	$57	UMTA (75%)	$681
Alignment preparation	$240		
Tunnel	$138	Region (12.5%)	$114
Track Materials	$21		
Electrification, Signals, Communications	$89	State (12.5%)	$114
Stations and Park and Ride lots	$57		
Maintenance Facility and Equipment	$23		
Light rail vehicles	$92		
Engineering and Construction Management	$131		
Design and Construction Contingency	$61		
Subtotal Cost Elements	$909	**Subtotal Partnership Funds**	$909
B. Related Project Costs*	$35	**B. Related Project Resources****	$35
TOTAL PROJECT REQUIREMENTS	$944	**TOTAL PROJECT RESOURCES**	$944

* Reflects requirement for Capital Reserve Account; includes special neighborhood mitigation and public art

** Local funds and regional bond interest

Mr. Walsh discussed the three State funding options as: 1) pay as you go; 2) lump sum; and 3) debt financing.

Following discussion of the project cost, Don Adams said the highway improvements are to balance the traffic flow and the capacity and to improve safety on the Sunset Highway (US26) and Highway 217. He explained the proposal as follows:

1) Extend a truck climbing lane westbound from the Zoo Interchange to Sylvan;

2) Rebuild the Sylvan Interchange to accommodate the truck climbing lane;

3) Widen US26 from the Sylvan Interchange to 217 Interchange from four lanes to six lanes;

4) Remove the existing street accesses onto US26 in the same section.

Mr. Adams said the project includes a new westbound ramp for the Zoo Interchange to respond to a commitment to those served by the Interchange. The westbound on-ramp onto US26 will connect directly to the Zoo Interchange structure. Widening of Highway 217 from US26 to the Tualatin Valley Highway in Beaverton from six lanes to eight lanes is also planned to better balance the anticipated flow that will be accommodated by a future project to the south of 217.

Mr. Adams commented that all the highway improvements are coordinated with the light rail project to make maximum use of the existing public highway rights of way.

Mr. Adams explained the Commission should be aware of the following local issues:

1) Canyon Court: there was concern for visual and scenic impacts, and traffic circulation.

   Response: Commit to mitigate retaining wall construction with additional landscaping.

   Move away from the south hillside to reduce the size and number of retaining walls.

   Add landscaping on the Sylvan overcrossing.

   Maintain the existing circulation in the neighborhood by leaving Canyon Court open.

(Continued on next page)

2) Sylvan Interchange: traffic circulation was a concern.

Response: After trying several ideas to mitigate traffic increases in front of the French-American School, propose to advance the base project modified to realign Montgomery Street to connect to Skyline Road opposite Westgate. Other alternatives considered caused unsatisfactory, additional impacts on the school. Will continue to work toward a feasible design to improve the Humphrey-Hewitt intersection at Scholls.

3) Sylvan Interchange is proposed with a collector-distributor road. This design was of concern to the Finley Mortuary and to the City of Portland.

Response: Open to modifications to the collector-distributor road.

4) 76th Overcrossing: West of Sylvan there exists a number of accesses to the highway. Propose to close all those on the south side of the highway and allow a single access at 76th from the north to be restored.

Local neighborhoods objected strongly to that proposal due to the potential added traffic to the neighborhood streets.

Response: Propose that the 76th access be closed. Redirect traffic north to Barnes Road.

Mr. Adams said it is their intent to move forward on the base plan with its key highway improvement elements described above and to incorporate local mitigation measures noted, subject to actions by the Citizens Advisory Committee, Project Management Group, and the Steering Group. He commented the Commission will be asked for a recommendation on April 4, 1991.

Mr. Moore reiterated with the Commission the upcoming schedule:

March 20, 1991: Don Adams will meet with the Project Management Group and will be working on alignment recommendations.

March 26, 1991: Don Forbes will meet with the Steering Group which includes local government officials.

Mr. Moore said from the transit standpoint, the various alignments are the major issues, such as short or long tunnel, zoo station, Henry Street alignment or the Burlington Northern alignment, north or south Beaverton Station, the Hillsboro extension, etc.

Mr. Moore commented it appears the consensus is for a transit line that extends to Hillsboro, a long tunnel with a zoo station, Burlington Northern alignment, and a north Beaverton alignment. He commented that if the Commission has any concerns, they should be addressed at this time.

Mr. Moore briefed the Commission on House Bill 2128, which he said does provide some flexibility.

Mr. Bothman outlined the following issues on the project:

1) Hold a reasonable line on the cost.

2) Take a stand that maximizes transit ridership to alleviate heavy traffic problems on the highways.

3) Strive for acceptable service levels on the highways.

Chairman Hollern agreed with Mr. Bothman's comments. Mr. Forbes appeared to be in agreement with the direction that Tri-Met was proceeding with the project.

Mr. Walsh explained that if the proposed project is cut back from the $944 million and a substantial savings is accumulated, the funds would be returned and viewed as a joint decision by the partners involved.

Vice Chairman Whitty said he felt the highway should be used as a major traffic moving arterial. He commented that the staff should be sensitive to the local traffic but through traffic should be first priority.

Chairman Hollern emphasized that the Commission would like to see a transit system that is the lowest in cost, maximizes ridership and allows the freeways to work effectively. He complimented Tri-Met and the staff for their efforts in bringing this project to the construction stage.

There being no further business to consider, Chairman Hollern adjourned the meeting at 11:30 a.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Commission Services

Roger L. Breezley, Commissioner

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On January 14, 1991, approved a personal service contract with Cogan Sharpe Cogan for a cost benefit analysis study of the Department of Transportation and Motor Vehicles Division Buildings. This contract is not to exceed $5,000. (Authorized Director to sign contract.)

Dated this 19 day of February, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

February 7, 1991

731-0314 (10-90)

A

MINUTES OF 3/19/91

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 **Project:** *Alsea Bay Bridge Historic Interpretive Center Section*

Type of Work: *Grading, Paving, Signing, Landscaping, and Building* Contract No. 11,011
F. A. No. : *State*

County: *Lincoln* **Highway:** *Oregon Coast (US 101)*

No. of Bidders: *5* **Low Bidder:** *Neil L. Quade Construction, Lincoln City, Oregon 97367*

Low Bid: *$704,119.50*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *Wiles Construction, Inc., Newport, Oregon 97365* *$719,950.00*
3rd Bidder: *Pence/Kelly Construction, Inc., Salem, Oregon 97301* *$837,273.00*

No. 2 **Project:** *Port of Entry (Umatilla) Section*

Type of Work: *Grading, Paving, Walls, Signing, Illumination, Signals, Landscaping, and Buildings* Contract No. 11,012
F. A. No. : *ACIR-82-1(12)001*

County: *Umatilla* **Highway:** *McNary (I-82)*

No. of Bidders: 6 **Low Bidder:** *Mocon Corporation, Salem, Oregon 97302*

Low Bid: *(Alt. A) $2,919,820.40*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA*

2nd Bidder: *Weaver Construction Co., La Grande, Oregon 97850* *$3,068,880.00*
3rd Bidder: *Slayden Construction, Inc., Stayton, Oregon 97383* *$3,142,619.50*

No. 3 **Project:** *Coquille Reroute Section*

Type of Work: *Grading, Paving, Structures, Signing, Signals, and Landscaping* Contract No. 11,013
F. A. No. : *State*

County: *Coos* **Highway:** *Coos Bay-Roseburg (OR 42)*

No. of Bidders: *5* **Low Bidder:** *Kiewit Pacific Co., Vancouver, Washington 98668*

Low Bid: *$9,584,725.50*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *Elting, Incorporated, Clackamas, Oregon 97015* *$9,962,249.57*
3rd Bidder: *Ross Bros. Construction, Inc., Salem, Oregon 97303* *$10,817,372.70*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 2-1-91

A

MINUTES OF 3/19/91

No. 4 Project: *Nahalem River (Airport Road) Bridge Section*

Contract No. 11,014

Type of Work: *Grading, Paving, and Structure* F. A. No.: *BROS-0500(11)*

County: *Columbia* Highway: *Airport Road (County Road #3000)*

No. of Bidders: *12* Low Bidder: *Berning Construction Co., Wilsonville, Oregon 97070*

Low Bid: *$283,142.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and Columbia County and receipt of deposit by the County.*

2nd Bidder:	*West Coast Structures, Inc., Clackamas, Oregon 97015*	*$294,074.10*
3rd Bidder:	*Holm II, Inc., Stayton, Oregon 97383*	*$316,341.50*

No. 5 Project: *Williamson River - Modoc Point (Middle Unit) Section*

Contract No. 11,015

Type of Work: *Grading and Paving* F. A. No.: *State*

County: *Klamath* Highway: *The Dalles - California (US 97)*

No. of Bidders: *5* Low Bidder: *Klamath Pacific Corporation,, Klamath Falls, Oregon 97603*

Low Bid: *$925,530.00*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder:	*Roy L. Houck Construction, Salem, Oregon 97305*	*$953,881.40*
3rd Bidder:	*J. C. Compton Contractor, Inc., McMinnville, Oregon 97128*	*$1,054,751.00*

No. 6 Project: *District 11 Overlay Projects*

Contract No. 11,016

Type of Work: *Paving, Chip Seal, and Rock Production* F. A. No.: *State*

County: *Harney and Lake* Highway: *Various*

No. of Bidders: *8* Low Bidder: *Oregon Asphaltic Paving Co. Inc., Portland, Oregon 97216*

Low Bid: *$1,575,528.50*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder:	*Tidewater Contractors, Inc., Brookings, Oregon 97415*	*$1,594,824.80*
3rd Bidder:	*Fabricators, Incorporated, Salem, Oregon 97305*	*$1,599,244.00*

2-1-91

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3/19/91

No. 7 Project: *Miami River Bridge Section*

Contract No. 11,017

Type of Work: *Grading, Paving, Structure, Signing, and Landscaping*

F. A. No.: *F-BRF-2-5(20)*

County: *Tillamook* Highway: *Oregon Coast (US 101)*

No. of Bidders: *8* Low Bidder: *Mocon Corporation, Salem, Oregon 97302*

Low Bid: *$2,282,610.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA*

2nd Bidder: *Ross Bros. Construction, Inc., Salem, Oregon 97303* *$2,316,536.40*
3rd Bidder: *James W. Fowler Co., Dallas, Oregon 97338* *$2,398,626.95*

No. 8 Project: *S. Baker Interchange-Encina Interchange Section*

Contract No. 11,018

Type of Work: *Grading, Paving, Structure, and Signing*

F. A. No.: *IR-84-7(17)306*

County: *Baker* Highway: *Old Oregon Trail (I-84)*

No. of Bidders: *4* Low Bidder: *J. C. Compton Contractor, Inc., McMinnville, Oregon 97128*

Low Bid: *$8,725,904.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA*

2nd Bidder: *Acme Materials & Construction, Spokane, Washington 97220* *$8,826,375.80*
3rd Bidder: *Wildish Standard Paving Co., Eugene, Oregon 97401* *$8,911,583.00*

No. 9 Project: *District 4 Chip Seal Projects*

Contract 11,019

Type of Work: *Chip Seal*

F. A. No.: *State*

County: *Benton and Linn* Highway: *Various*

No. of Bidders: *4* Low Bidder: *Central Oregon Pavers, Inc., Redmond, Oregon 97756*

Low Bid: *$244,622.50*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *Morse Bros., Inc., Lebanon, Oregon 97355* *$259,490.00*
3rd Bidder: *Roy L. Houck Construction, Salem, Oregon 97305* *$292,255.00*

No. 10 Project: *Kaylor Junction-Marquam Section*

Contract 11,020

Type of Work: *Overlay*

F. A. No.: *State*

County: *Clackamas* Highway: *Cascade Highway South (OR 213)*

No. of Bidders: *6* Low Bidder: *Roy L. Houck Construction Company, Salem, Oregon 97305*

Low Bid: *$394,735.00*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *Oregon Asphaltic Paving Co. Inc., Portland, Oregon 97216* *$400,130.50*
3rd Bidder: *North Santiam Paving Co., Stayton, Oregon 97383* *$415,428.50*

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MINUTES OF 3/19/91

No. 11 Project: *Spring Valley Creek-Salemtowne Section*
Contract No. 11,021
Type of Work: *Overlay* F. A. No.: *State*

County: *Polk* Highway: *Salem-Dayton (OR 221)*

No. of Bidders: *4* Low Bidder: *Roy L. Houck Construction Company, Salem, Oregon 97305*

Low Bid: *$314,615.00*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *River Bend Sand & Gravel Co. dba Salem Rd. & Druy., Salem, Oregon 97309* *$343,760.00*
3rd Bidder: *North Santiam Paving Co., Stayton, Oregon 97383* *$348,482.50.*

No. 12 Project: *Dundee S.C.L.-Salmon River Highway Section*
Contract No. 11,022
Type of Work: *Overlay* F. A. No.: *State*

County: *Yamhill* Highway: *Pacific Highway West (OR 99W)*

No. of Bidders: *6* Low Bidder: *Roy L. Houck Construction Company, Salem, Oregon 97305*

Low Bid: *$373,609.50*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *Rowell & Wickersham, McMinnville, Oregon 97128* *$379,567.50*
3rd Bidder: *Oregon Asphaltic Paving Co. Inc., Portland, Oregon 97216* *$411,825.00*

On February 1, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on January 24, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 2, 4, 7, and 8 if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification. On Job 2, due to low bidder's limiting statement that he would not accept award of contracts for an aggregate total in excess of $3.3 million, the proposal of the second low bidder (Weaver Construction) was accepted as the responsive bidder.

Dated this 6 day of March, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following actions were taken:

1) On April 2, 1990, signed an agreement with AAMVAnet, Inc., and Nebraska Department of Motor Vehicles for access to the nationwide Commercial Driver License Information System at a cost of $3,000 per month. (Transportation Commission approved March 20, 1990.)

2) On February 4, 1991, approved a personal service contract with Language Unlimited to conduct a two day "Secretarial Writing" course on July 16 & 17, 1991, at a cost not to exceed $1,300.

3) On February 5, 1991, approved a personal service contract with Cross & Names to conduct four training workshops on Management and Professional Development for Women and Office Professional on March 12 through June 19, 1991, at a cost not to exceed $3,900.

Dated this 25th day of February, 1991

Judy Gregory

Judy Gregory
Assistant Director for Administration

February 25, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On January 17, 1991, signed a personal service contract with Arlene Landry for writing and editorial services of a variety of documents published by the Highway Division. This contract is effective February 4, 1991, to January 15, 1992, at a cost not to exceed $10,000. (Chairman Hollern approved on July 15, 1989. Contract signed by William Anhorn for State Highway Engineer.)

2) On January 17, 1991, signed a personal service contract with Peggy Naumann for writing and editorial services of a variety of documents published by the Highway Division. This contract is effective February 4, 1991, to January 31, 1992, at a cost not to exceed $10,000. (Chairman Hollern approved on July 15, 1989. Contract signed by William Anhorn for State Highway Engineer.)

3) On January 22, 1991, approved a 3.86 percent increase in project authorization on the Beaverton-Tualatin Highway at S.W. McDonald (Tigard) Project, Clackamas County, (Contract No. 10,898) in the amount of $10,279.11.

4) On January 28, 1991, approved Supplement No. 3 to a personal service contract with Cooper Consultants, Inc., for preliminary engineering on the 209th Avenue-Murray Boulevard Section of Farmington Highway in Washington County. This supplement extends the contract completion date to April 1, 1991. (Original contract approved by Oregon Transportation Commission on July 22, 1986.)

5) On January 28, 1991, approved Modification No. 2 to a Federal Highway Administration work order for continuation of the asphalt additives evaluation on US Route 97 between Lava Butte and the Fremont Highway Junction. This modification increases FHA funds by $4,500 to a new total of $39,663. (William Anhorn signed for State Highway Engineer.)

6) On January 31, 1991, signed an agreement with Fetrow Engineering, Inc. for preliminary assessment work on a hazardous waste site effective February 20, 1991, through December 31, 1991, at a cost not to exceed $75,000. (Transportation Commission approved July 17, 1990. William Anhorn signed for State Highway Engineer.)

7) On January 31, 1991, signed an agreement with Rittenhouse-Zeman & Associates, Inc. for preliminary assessment work on a hazardous waste site effective February 15 through December 31, 1991, at a cost not to exceed $75,000. (Transportation Commission approved July 17, 1990. William Anhorn signed for the State Highway Engineer.)

8) On February 4, 1991, signed an agreement with the City of Woodburn for access management on Highway 99E between the north city limits and Lincoln Street. (Transportation Commission approved July 17, 1990, as part of Six-Year Highway Improvement Program. William Anhorn signed for the State Highway Engineer.)

9) On February 4, 1991, signed an agreement with Grant County for construction of the Prairie City-Dixie Summit Section of the John Day Highway. (Transportation Commission approved July 17, 1990, as part of Six-Year Highway Improvement Program. William Anhorn signed for the State Highway Engineer.)

10) On February 11, 1991, approved a supplemental agreement with Grant County to identify a portion of the Pendleton-John Day Highway to be transferred to the County upon completion of the Long Creek-Fox Section.

EXHIBIT C

MINUTES OF 3/19/91

11) On February 13, 1991, signed a personal service contract with Dames & Moore for an environmental impact statement on the Sunrise Corridor (Highway 221/224) Project effective February 13, 1991, through January 31, 1993, at a cost not to exceed $567,788. (Transportation Commission approved December 18, 1990. William Anhorn signed for the State Highway Engineer.)

12) On February 21, 1991, approved an agreement with Yamhill County providing for the preparation and publishing of the Yamhill County Bicycle Master Plan. (Transportation Commission approved November 13, 1990, as part of the FY 1991 Bikeway Program. William Anhorn signed for the State Highway Engineer.)

Dated this 4TH day of MARCH, 1991

William Lindsay

for Donald E. Forbes, State Highway Engineer

February 22, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Port of Entry Section of the McNary Highway at Umatilla, Umatilla County. Bids received January 24, 1991. Contract No. 11,012 awarded on February 12, 1991, to Weaver Construction Co., La Grande, at $3,068,880.00 (Alternate A).

2) Work on the Nehalem River Bridge Section of Airport County Road in Columbia County. Bids received January 24, 1991. Contract No. 11,014 awarded on February 20, 1991, to Berning Construction Co., Wilsonville, at $283,142.00.

3) Work on the Miami River Bridge Section of the Oregon Coast Highway in Tillamook County. Bids received January 24, 1991. Contract No. 11,017 awarded on February 12, 1991, to Mocon Corporation, Salem, at $2,282,610.50.

4) Work on the South Baker Interchange-Encina Interchange Section of the Old Oregon Trail in Baker County. Bids received January 24, 1991. Contract No. 11,018 awarded on February 12, 1991, to J. C. Compton Contractor, Inc., McMinnville, at $8,725,904.50.

Dated this 4TH day of MARCH, 1991

for Donald E. Forbes, State Highway Engineer

February 25, 1991

731-0314A (10-90)

C

MINUTES OF 3/19/91

QUARTERLY REPORT

DAMAGE TO STRUCTURE CLAIMS

Period from 10-1-90 through 12-31-90

	Number	Dollar Amt.
CAO DAMAGE CLAIMS OPENED	138	$ 109,647.89
REVENUE COLLECTED DURING QUARTER		
Partial Payments	77	$ 267,659.62
Full Payments	110	172,448.29
Total Revenue		$ 440,107.91
ABANDONMENTS		
Full Claims	2	$ 2,173.62
Partial Claims	-0-	-0-
Total Abandonments	2	$ 2,173.62
CLAIMS PENDING		
Beginning of Quarter	447	$ 780,015.62
End of Quarter	532	$ 301,676.10

Prepared by the Department of Justice
Finance and Government Section
- 9833 -

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On January 22, 1991, approved a 17.6 percent increase in project authorization on the NW Front Avenue-NW Hoyt Street Section of NW Ninth Avenue (Portland City Street) in Multnomah County (Contract No. 10,904) in the amount of $281,278.

2) On January 22, 1991, approved a 19.7 percent increase in project authorization on the Arterial Street Overlay Project No. 8 (Portland), Multnomah County, (Contract No. 10,945) in the amount of $185,631.90.

3) On January 24, 1991, signed a supplemental agreement with Clatsop County for the Humbug Creek (Kampy Road) Bridge. This supplement clarifies the Division's responsibilities in the agreement's Special Provisions. (Transportation Commission approved on July 17, 1990, as part of the Six-Year Highway Improvement Program.)

4) On January 29, 1991, approved an agreement with Lane County for inspection and maintenance on eleven covered bridges to be completed July 1, 1991, at a cost not to exceed $62,062.

5) On January 30, 1991, signed an agreement with Morrow County, Port of Morrow, Morrow County Grain Growers, Big River Farms, Eastern Oregon Farming, Western Alfalfa and Wilbur Ellis Company for constructing interchange access ramps connecting the Old Oregon Trail to Paterson Ferry Road, forming Paterson Ferry Road Interchange. (Project approved by Transportation Commission on July 17, 1990, as part of Six-Year Highway Improvement Program.)

731-0314A (10-90)

6) On February 4, 1991, signed an agreement with Washington County for reconstruction at Murray Boulevard and Sunset Highway Interchange. (Transportation Commission approved August 16, 1988, as part of the Six-Year Highway Improvement Program.)

7) On February 11, 1991, signed a cooperative improvement agreement with Klamath County to widen and realign the Paradise Creek-Klamath County Line Section of the Klamath Falls-Lakeview Highway. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

8) On February 14, 1991, signed a local agency agreement with the City of Canby to reconstruct and widen N. Birch Street from Territorial Road to Knights Bridge Road. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

9) On February 14, 1991, signed a cooperative improvement agreement with Harney County to resurface Sage Hen Hill-Hines Section of the Central Oregon Highway. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

10) On February 14, 1991, signed a cooperative improvement agreement with Harney County to reconstruct the New Princeton Section of the Steens Highway. (Transportation Commission approved July 17, 1990, as part of Six-Year Highway Improvement Program.)

Dated this 26th day of February, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

February 25, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following action was taken:

1) On January 30, 1991, approved dual left-turn lanes on the northbound I-5 ramps to westbound (Chemawa Road) in Marion County as follows: Left lane becomes a left-turn only and the right lane has the option of turning left, going straight through, or turning right.

Dated this 26 day of February, 1991

Dwayne Hofstetter, Traffic Engineer

February 25, 1991

731-0314 (10-90)

EXHIBIT F
MINUTES OF 3/19/91

DATE: **FEBRUARY, 1991**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CURRY COUNTY: GOLD BEACH-CAPE SEBASTIAN - OREGON COAST HIGHWAY:**
Files 29588 & 36136; Containing 4.85 acres; $2,500; Approved 1/30/91.

2) **GRANT COUNTY: LONG CREEK-FOX - PENDLETON-JOHN DAY HIGHWAY:**
File 9109B - Containing 0.98 acres; $50.00; 1/10/91.

3) **MARION COUNTY: WILLAMETTE RIVER-HAYESVILLE - PORTLAND-SALEM HIGHWAY:**
File 20941 - Containing 5.85 acres; $8,200; Approved 1/14/91.

4) **MORROW COUNTY: BOARDMAN-UMATILLA CNTY. LINE - OLD OREGON TRAIL HWY.:**
File 28921 - AKA Q-1701 & Q-847 (Gravel Rights to be traded for 4-acre parcel from the Port of Morrow - File 6005 008); Containing 38.82 acres; No monetary exchange - trade of properties of equal value; Approved 1/16/91.

5) **MULTNOMAH COUNTY: TERWILLIGER INTERCHANGE - PACIFIC HIGHWAY:**
File 6026 013 - Containing 5,400 Sq. Ft.; $18,900; Approved 1/16/91.

6) **POLK COUNTY: BUELL RD.-WILLAMINA - WILLAMINA-SHERIDAN HIGHWAY:** File 31015 - Containing 7,050 Sq. Ft. (Excess parcel $500); and 9,000 Sq. Ft. (possible abandonment by Polk County giving the State 1/2 of the old right-of-way $500); $1,000; Approved 1/09/91.

7) **POLK COUNTY: MANAGEMENT HOME PURCHASE PROGRAM** - 3073 Timothy Drive N.W., Salem OR 97304; Single-family residence on 15,000 Sq. Ft.; $100,000; Approved 1/04/90.

AGREEMENTS: (35-48)

8) Easement from Burlington Northern Railroad for longitudinal encroachment of U.S. 97 **TERREBONNE-O'NEIL JCT. SECTION - THE DALLES-CALIFORNIA HIGHWAY**; (in accordance with ODOT Agreement No. RR-1313 which was approved 10/15/90); $1,500; Approved 1/25/91.

9) Indenture from Southern Pacific Transportation Company (R.R. No. E-911301/323) granting the right to construct overpass proposed SH34 crossing C-685.62-A at railroad station of Tangent; Linn County; Oregon; Approved 1/09/91.

F

MINUTES OF 3-19-91

PERSONAL SERVICE CONTRACTS: (35–47)

10) Supplemental Contract Agreement No. 9593 for Astoria DMV Field Office Design; Clatsop County, with WE Group, P.C. Architects and Planners executed on 11/22/88 and supplemented on 6/20/90 identified as Agreement No. 9593; completion date will be extended until 6/30/91 by this supplemental agreement.

11) Demolition Contract with Dan Obrist Trucking and Excavating; Files 58115 & 58733; Start Date: 08/20/90; End Date: 09/01/90; demolish single-family residence, remove all debris, cap sewer at property line or if septic tank, pump tank, remove tank and drain field; CORNELL ROAD INTERCHANGE – SUNSET HWY., WASHINGTON COUNTY; $10,500; Approved 8/20/90.

12) Memorandum for increase of cost to original Demolition Contract with Dan Obrist Trucking and Excavating; File 58733; Start Date: 08/20/90; End Date: 09/01/90; for unforeseen additional work of removal of water wells and asbestos furnace duct wrapping in basement; $6,716; Original Contract approved 8/20/90.

13) Demolition Contract with Stark Trucking, Inc.; Files 55035 & 6027 005; Start Date: 11/19/90; End Date: 02/19/91; for demolition and removal of improvements with exclusions listed on Exhibit A of contract; $10,850; Approved 11/19/90.

14) Memorandum for increase of cost to original Demolition Contract with Stark Trucking, Inc.; Files 55035 & 6027 005; Start Date: 11/19/90; End Date: 02/19/91; for removal of thirteen sign post bases; $3,222.50; Original Contract approved 11/19/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND DRIVE – PACIFIC HIGHWAY WEST:

6044 006	Lipman & Mon Hem Wong; Jerry & Beckie Duerksen	$ 6,400	App. 09/12/90
6044 007	Oberson Oil Company	$ 3,300	App. 01/04/91
6044 008	Larry T. Smith	$ 2,870	App. 01/17/91
6044 024	Roy Taylor; Karen L. & Toney Logan	$ 7,550	App. 01/16/91
6044 025	Garland R. & Maxine E. Sprick	$ 4,175	App. 01/16/91
6044 028	Rulon & Jean Parham	$ 3,800	App. 11/14/90
6044 033	Marietta F. Taylor	$ 15,100	App. 01/31/91
6044 045	Ray Rome, Trustee	$ 1,725	App. 01/25/91
6044 056	Corvallis School District	$ 4,915	App. 01/16/91
6044 060	Irving S. Hanger	$ 8,500	App. 11/29/90
6044 079	George A. Riehl	$ 5,300	App. 01/04/91
6044 090	Norma J. Moore	$ 3,200	App. 01/08/91
6044 111	City of Corvallis (Temp. Easement)	Donation	App. 01/16/91

CLACKAMAS COUNTY:

BEAR CREEK–KEITH RD. – WOODBURN–ESTACADA HIGHWAY:

6071 002	Victor & Helen Ems	$ 200	App. 01/08/91
6071 009	Daniel L. & Valerie M. McLain	$ 1,862	App. 01/16/91
6071 017	Dolores V. Wittke	$ 1,900	App. 01/16/91
6071 020	Delbert & Jessie Fischer	$ 550	App. 01/16/91
6071 021	Delbert & Jessie Fischer	$ 6,575	App. 01/17/91
6071 022	Ronald W. Jagodnik	$ 3,000	App. 01/04/91

E. PORTLAND FREEWAY @ SUNNYBROOK INTERCHANGE – E. PORTLAND FREEWAY:

6078 001	Henry Spivak; Thomas H. Disch, Jr.	$225,000	App. 01/25/91

Report of Actions Taken Under Delegated Authority
February, 1991 – Page Three

OPTIONS: CLACKAMAS COUNTY: (Continued)

OSWEGO HIGHWAY @ PIMLICO DRIVE (WEST LINN) – OSWEGO HIGHWAY:

57522	Clackamas County	$ 1,800	App. 01/04/91

TACOMA STREET INTERCHANGE–S.E. 17TH AVE. – PACIFIC HIGHWAY EAST:

6041 021	Frances LaChance	$ 32,500	App. 01/02/91
6041 026	Frances A. & Richard F. LaChance	$ 32,500	App. 01/02/91

CLATSOP COUNTY:

NEHALEM HIGHWAY SLIDE REPAIR – NEHALEM HIGHWAY:

58852	State of Oregon, Department of Forestry	$ 650	App. 01/25/91

COOS COUNTY:

COQUILLE REROUTE – COOS BAY–ROSEBURG HIGHWAY:

6028 019	Roseburg Forest Products (Eng. Design/other Costs – Invoice No. 218 – See Sept. report under "Agreements" – Pg. 1 – #6)	$276,570.73	App. 08/08/90
6028 028	Georgia Pacific Corporation	$ 7,020	App. 01/16/91

DESCHUTES COUNTY:

O'NEIL JUNCTION–REDMOND COUPLET – THE DALLES–CALIFORNIA HIGHWAY:

57571	Dave Hamilton Chevrolet–Oldsmobile, Inc.	$ 383	App. 01/25/91
57601	Jerry L. Rank, C.P. (Improvements)	$ 230	App. 01/25/91

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 023	Randy & Evelyn Patrick (Sign)	$ 380	App. 01/25/91
6032 031	Robert A. Benson	$ 7,575	App. 01/16/91

TERREBONNE–O'NEIL JUNCTION – THE DALLES–CALIFORNIA:

6054 012	Sadie E. Smalley–Rensink	$ 10,250	App. 01/17/91

DOUGLAS COUNTY:

N.W. HOOKER–N.E. ALAMEDA – OAKLAND–SHADY HIGHWAY:

58757	Richard & Glenis Stratton	$ 900	App. 01/29/91
58842	Estate of Walter M. Kennedy/Ollie Fosback, Conservator	$ 750	App. 01/29/91

GRANT COUNTY:

SPRAY–JOHN DAY RIVER (UNITY) – JOHN DAY HIGHWAY:

58175	Carl R. & Genevieve Leah Slaughter	$ 5,700	App. 01/04/91

OPTIONS: (Continued)

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE RD. – MT. HOOD HIGHWAY:

57111	Louis K. Zeman	$ 6,000	App. 01/04/91
57134	Michael & Cynthia Vanek	$ 5,025	App. 01/29/91
57241	Walter F. & Effie June Hinkle	$ 2,845	App. 01/29/91

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58818	Larry F. & Marie G. Starks	$ 51,000	App. 01/25/91

CENTRAL POINT INTERCHANGE – PINE STREET:

58349	Dorothy Littleton, Trustee/Jerome & Dorothy Krueger	$ 1,000	App. 01/16/91

JOSEPHINE COUNTY:

FOOTHILL BLVD.–ROGUE RIVER/REDWOOD HWY. JCT. – REDWOOD HIGHWAY:

58711	Robert R. Olds (Sign)	$ 675	App. 01/25/91

KLAMATH COUNTY:

CRATER LAKE BOUNDARY–FORT KLAMATH – CRATER LAKE HIGHWAY:

6068 001	Ada B. Wilson; Carl F. Wilson	$ 200	App. 01/25/91
6068 009	State of Oregon, Forestry Department	$ 150	App. 01/25/91

LANE COUNTY:

SALMON CREEK (OAKRIDGE) BRIDGE – WILLAMETTE HIGHWAY:

6029 018	Thomas E. & Donna M. Nelson	$ 260	App. 01/25/91
6029 020	Oakridge Church of the Nazarene	$ 3,080	App. 01/29/91

S. 10TH & MAIN STS. @ OP&E (COTTAGE GROVE) – S. 10TH & MAIN STS. (CITY STREET):

58812	H. Lombard; K. Roberts; G. Wright	$ 55,500	App. 12/11/90

LINN COUNTY:

QUEEN AVENUE–CORVALLIS/LEBANON – ALBANY–JUNCTION CITY HIGHWAY:

55560	Herman S. & Helen M. Sprague	$ 550	App. 01/25/91

Report of Actions Taken Under Delegated Authority
February, 1991 – Page Five

OPTIONS: (Continued)

MALHEUR COUNTY:

OCI ACCESS RD.–STANTON BLVD. INTERCHANGE – STANTON BLVD.:

6080 001	Jack F. & Janet H. Duncan; John D. & Patricia Hansen	Donation	App. 01/25/91
6080 003	Clayton C. & Carmen A. Kramer	$ 100	App. 01/16/91
6080 007	Donald E. & Donna M. Lewis	$ 880	App. 01/08/91
6080 011	Russell G. & Laura Roberts	$ 1, 500	App. 01/16/91
6080 012	Harlan M. & Betty A. Hartman	$ 1,500	App. 01/08/91
6080 014	Robert W. & Virgie E. Miller	$ 2,100	App. 01/08/91

ONTARIO PRISON SITE:

58911	Ted J. & Betty J. Schaffeld	$ 750	App. 01/08/91

MARION COUNTY:

MARKET STREET INTERCHANGE – PACIFIC HIGHWAY:

6027 001	Howard Trachsel (Trachsel Buick)	$ 11,000	App. 01/04/91

MARKET STREET INTERCHANGE @ D ST. (SALEM) – PACIFIC HIGHWAY:

6027 018	William F. & Linda Woodall	$ 38,450	App. 01/02/91

MILL CITY–GATES – N. SANTIAM HIGHWAY:

6075 003	City of Mill City	Donation	App. 01/08/91
6075 007	Eugene H. Selland	$ 325	App. 01/29/91
6075 008	Eugene Selland	$ 650	App. 01/14/91
6075 012	Magdalena Mann	$ 100	App. 01/25/91
6075 016	Frank P. & Christina R. Hovley	$ 2,110	App. 01/16/91
6075 017	Mildred Cameron	$ 2,010	App. 01/14/91

MULTNOMAN COUNTY:

N.E. PORTLAND HWY. @ N.E. 181ST – N.E. PORTLAND HIGHWAY:

6081 004	Monty R. Cooke	$257,200	App. 01/29/91

UMATILLA COUNTY:

UPRR O'XING–PENDLETON HWY. – PENDLETON–COLD SPRINGS HIGHWAY:

6051 008	Raley Peterson, et al	$ 825	App. 12/17/90

F

3/19/91

Report of Actions Taken Under Delegated Authority
February, 1991 – Page Six

OPTIONS: (Continued)

WASHINGTON COUNTY:

BEAVERTON–TUALATIN HIGHWAY:			
6007 046	Washington County	Donation	App. 01/02/91
6007 047	Washington County	Donation	App. 01/02/91
CORNELL ROAD INTERCHANGE – SUNSET HIGHWAY:			
58141	Atlantic Richfield Company	$102,000	App. 10/18/90
MURRAY BLVD. INTERCHANGE – SUNSET HIGHWAY:			
58639	Walter B. Beebe	$ 25,000	App. 01/04/91
58844	McNeil Real Estate Fund XII, Ltd.	$ 1,340	App. 12/21/90
PACIFIC HWY. WEST @ EDY/SCHOLLS – PACIFIC HIGHWAY WEST:			
6060 006	Gerald R. & Arleen R. Harvey	$ 1,925	App. 01/16/91
SCHOLLS HIGHWAY:			
6007 045	Washington County	Donation	App. 01/02/91
TUALATIN VALLEY HIGHWAY:			
6007 039 through 6007 044	Washington County	Donation	App. 01/02/91

WHEELER COUNTY:

MITCHELL–KEYES CREEK (WEST) – OCHOCO HIGHWAY:			
6067 001	James W. Powers	$ 100	App. 01/14/91

Dated this 15TH day of February, 1991

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CRATER LAKE BNDRY-FORT KLAMATH SECTION OF THE CRATER LAKE HIGHWAY

6068015 - Glenn Williams — Offer: $33,800.00

MARY'S RIVER-KIGER ISLAND DR. SECTION OF THE PACIFIC HIGHWAY WEST

6044014 - Premium Oil Co. — Offer: $35,500.00
6044057 - Lino F. Croaro, Trustee — $2,600.00

MT. HOOD-LONG PRAIRIE ROAD SECTION OF THE MT. HOOD HIGHWAY

57116 - Phillip W. Jensen — Offer: $2,950.00

NESTUCCA RIVER (CONDOR) BRIDGE SECTION OF THE OREGON COAST HWY.

6056002 - Tony Hurliman — Offer: $2,975.00

O.C.I. ACCESS RD.-STANTON BLVD. INTCHGE. SECTION OF STANTON BLVD.

6080002 - Jack Wilks — Offer: $4,100.00

REDMOND-BEND (NORTH UNIT) SECTION OF THE DALLES-CALIFORNIA HWY.

6032010 - Fred G. and Faye E. Hall — Offer: $11,350.00
6032018 - Lanie E. Grogan — $8,150.00
6032024 - Fred G. and Faye E. Hall — $103,000.00
6032030 - Patrick and Joel Gisler — $1,250.00
6032037 - Arjay Enterprises — $26,500.00

SCENIC COLUMBIA RIVER SECTION OF THE CROWN POINT HIGHWAY

58868 - Howard A. Winters — Offer: $5,000.00

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3/19/91

Offers Tendered List
Page 2
February 27, 1991

TACOMA ST. INTCHGE-17TH AVE. SECTION OF THE PACIFIC HIGHWAY EAST

6041012 - Jon M. Ekerson	Offer:	$9,100.00
6041018 - Irv and Rhoda Leopold		$30,575.00
6041019 - Irving J. Leopold		$1,100.00
6041024 - Irving J. Leopold		$77,750.00

UNION/GRAND AVE. VIADUCT-S.E. RIVER RD. SECTION OF THE PACIFIC HIGHWAY EAST

58878 - Oregon Worsted Company	Offer:	$17,500.00

Dated this 27 day of February, 1991

STEVEN GREEN, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On December 31, 1990, approved Supplement No. 1 to a personal service contract with Martech Associates, Inc., for an efficiency study for the Office of Operations. This supplement extends the completion date to March 31, 1991. (Ken Karnosh approved for Operations Engineer.)

Dated this 26 day of February, 1991

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

February 25, 1991

731-0314 (10-90)

G

MINUTES OF 3/19/91

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and subdelegated to the Maintenance/Operations Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Weaver Construction Co. Contract No. 10,783 Acceptance Date: February 6, 1991	LaGrande-Baker Hwy at Whitney Highway Baker County
Roy L. Houck Construction Co. Contract No.10790 Acceptance Date: February 25, 1991	Mill City - Gun Creek Marion County
Blue Mountain Paving Co. Contract No. 10810 Acceptance Date: February 25, 1991	Auburn Ave and Resort Street (Baker) Baker County
Coffman Excavation,Inc. Contract No. 10834 Acceptance Date: February 25, 1991	Beaverton-Tualatin Hwy. at S.W. Bridgeport Rd. Washington County
Babler Bros.,Inc. Contract No. 10841 Acceptance Date: February 25, 1991	Swan Lake Road-Ritter Road Klamath County
Braclin-Yeager Excavating and Trucking,Inc. Contract No. 10849 Acceptance Date: February 25, 1991	Curtis Ave.-Coalbank Slough Coos County
Ross Bros.Construction,Inc. Contract No. 10584 Acceptance Date: February 27, 1991	Williamson River-Modoc Point Klamath County
Weaver Construction Co. Contract No. 10616 Acceptance Date: February 27, 1991	Pendleton/John Day Hwy. - Athens Ave.(Pendleton) Umatilla County
Ross Bros.Construction,Inc. Contract No.10674 Acceptance Date: February 27, 1991	S. Umpqua River(Caroline Raymond) Bridge Douglas County
JAL Construction,Inc. Contract No. 10787 Acceptance Date: February 27, 1991	Penn Road-Cougar Pass Lane County

Tice Electric Co.
Contract No. 10857
Acceptance Date: February 27, 1991

S.W. Hall at S.W. Durham Rd.(Tigard)
Washington County

Tidewater Contractors,Inc.
Contract No. 10865
Acceptance Date: February 27, 1991

Nehalem Rv. O'flow Channel and Grub Cr. Bridge
Clatsop County

J.C. Compton Contractor,Inc.
Contract No. 10884
Acceptance Date: February 27, 1991

Middle Bridge Road-Powder River
Baker County

J.C. Compton Contractor,Inc.
Contract No. 10888
Acceptance Date: February 27, 1991

Hot Lake - Union
Union County

Eucon Corp.
Contract No. 10896
Date: February 27, 1991

Meacham Rock Production
Umatilla County Acceptance

Johnson Rock Products,Inc.
Contract No.10933
Acceptance date: February 28, 1991

Teal Lake-Tugman State Park(Bikeway)
Douglas and Coos Counties

West Coast Contractors,Inc.
Contract No.10942
Acceptance Date: February 27, 1991

Hall Creek(Watkins) Br.
Coos County.

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$18,707,443.79	$ 116,825,938.89
Anticipated Costs	$18,945,773.89	$ 115,546,314.41
Percentage Overrun (Underrun)	+0.07%	-1.1%

Kenneth P. Kamrath
for Wayne F. Cobine
Office of Operations

Date: 2-27-91

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	H	MINUTES OF	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following actions were taken:

1) On February 4, 1991, approved an intergovernmental agreement with Chemeketa Community College for IBM-Compatible P.C. Systems training courses to be conducted during the period February 14 to March 15, 1991, at a cost not to exceed $8,369.

2) On February 15, 1991, approved an intergovernmental agreement with Chemeketa Community College for two Commercial Drivers License Workshops during the period March 7 through March 12, 1991, at a cost not to exceed $1,230.

Dated this 28 day of February, 1991

W. J. Quinn

W. J. Quinn
Engineer of Materials and Research

February 25, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following action was taken:

1) On February 1, 1991, signed an agreement with Marion County allowing the County to use existing State-owned sanding materials from the Mehama stockpile site, effective through April 15, 1991.

Dated this 27th day of February, 1991

Ken Husby
Region 2 Engineer

February 25, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following action was taken:

1) On December 28, 1990, approved a personal service contract with SEED Design Simulation for computerized visual imaging for the Bend Parkway in Deschutes County. This contract is effective January 17, 1991, to June 1, 1991, at a cost not to exceed $4,587.

Dated this 7th day of Feb., 1991

Dale D. Allen
Region 4 Engineer

January 28, 1991

731-0314 (10-90)

K

MINUTES OF 3/19/91

TO: Oregon Transportation Commission

FROM: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1. On January 11, 1991, approved an amendment to a personal service contract with Bittinger & Redburn to provide consultation to DMV staff and management to improve communications in the Salem area. The amended contract covers the period November 29, 1990 to March 31, 1991 at a cost of $ 4,000.

2. On January 17, 1991, approved a personal service contract with Noe Pineda to provide Defensive Driving Course instruction in the Medford area. The contract covers the period February 1, 1991 to June 30, 1991 at a cost of $ 300.

3. On January 31, 1991, approved a personal service contract with Dick Peckham to proofread five research studies for the DMV Research Analyst. The contract covers the period January 31, 1991 to June 30, 1991 at a cost of $ 1,000.

Dated this 5th day of FEBRUARY, 1991

D P Moomaw

David P. Moomaw, Administrator
Motor Vehicles Division

REPORT OF CONDEMNATION CASES OPTIONED [DISMISSED]

State v. McNeil Real Estate Fund XII
L - 9669
R - 58844
Section: Murray Boulevard - Interchange
Highway: Sunset
County: Washington
Remarks: Settled by Right of Way
Attorney: Roger R. Warren

State v. Sward
L - 9604
R - 55664
Section: Lincoln Beach-Fogarty Creek
Highway: Coast
County: Lincoln
Remarks: Settled by Right of Way
Attorney: Roger R. Warren

State v. Lewis and Clark College
L - 9657
R - 6053001
Section: UPRR O'xing - Pendleton Hwy. North
Highway: Pendleton-Cold Springs
County: Umatilla
Remarks: Settled by Right of Way
Attorney: Robert Petersen

REPORT OF CONDEMNATION CASES SETTLED

State v. Raschein
L - 9550
R - 57686
Section: Lake Creek - Pacific
Highway: Corvallis - Lebanon
County: Linn
State's Offer: $6,900
Settlement Amount: $8,500
State's Attorney: Roger R. Warren

State v. Gienger, et al.
L - 9540
R - 58107
Section: Forge Rd., - Lobert Rd.
Highway: The Dalles - California
County: Klamath
State's Offer: $250
Settlement Amount: $2,500
State's Attorney: Robert Petersen

State v. Hwy. Associates Limited Partnership
L - 9173
R - 54964
Section: Cornelius Pass Rd.
Highway: Sunset
County: Washington
State's Offer: $154,000
Settlement Amount: $164,000
State's Attorney: Roger R. Warren

State v. Wood
L - 9619
R - 57697
Section: Murray Blvd. Interchange
Highway: Sunset
County: Washington
State's Offer: $3,210
Defendant's Answer: $8,400
Settlement Amount: $7,501
State's Attorney: Roger R. Warren

Condemnation cases settled (cont.):

State v. Yost
L - 9493
R - 58180
Section: Swift Interchange - Delta Park
Highway: Pacific
County: Multnomah
State's Offer: $11,500
Defendant's Answer: $105,000
Settlement Amount: $28,000
State's Attorney: Robert Petersen

State v. Anderson
L - 9669
R - 58438
Section: S. E. 221st Avenue - S. E. 242nd Avenue
Highway: Stark Street
County: Multnomah
State's Offer: $1,965
Defendant's Answer: $10,000
Settlement Amount: $5,000
State's Attorney: Roger R. Warren

State v. Hall Blvd. Investors
L - 9401
R - 57039
Section: Scholls Hwy. at Hall Blvd.
Highway: Scholls Hwy
County: Washington
State's Offer: $900
Settlement Amount: $2,672.05
State's Attorney: Roger R. Warren

L

3/19/91

REPORT OF TRIAL

State v. Mueller
L - 9548
R - 57785
Section: Spangler Hill - Mulino
Highway: Cascade Hwy South
County: Clackamas
State's Offer: $9,725
Defendant's Answer: $6,500
Verdict: $47,500
Explanation: Defendant's appraiser testified $102,000 loss in value to property. State's appraiser testified $13,000 loss to property value. State's broker said no loss in value. Jury, to some extent, believed defendant's appraiser and had sympathy for defendants because of retarded child. Highway was closer to house, increased noise, loss of movability and loss of site barriers.
State's Attorney: Marty Dolan

State v. Boyer
L - 9571
R - 57525
Section: Oswego Hwy at Pimlico Dr.
Highway: Oswego
County: Clackamas
State's Offer: $1,300
Defendant's Answer: $5,900
Verdict: $2,750
Explanation: State's broker testified there is a $2,500 loss in value to defendant's property. Jury awarded based on the state's broker's value plus damages.
State's Attorney: Roger R. Warren

State v. Gratteri
L - 9483
R - 57208
Section: S. E. Baseline - E. Main Street
Highway: S. E. 10th Avenue
County: Washington
State's Offer: $16,000
Defendant's Answer: $54,379
Verdict: $41,112.84
Explanation: The state's taking was 1,584 sq. ft., and an easement of 360 sq. ft. State argued the highest and best use of the property was commercial. The jury discounted dedication issue in favor of defendant's testimony that the rental house had value.
Attorney: Roger R. Warren

Report of Trial (cont.):

State v. Hodson
L - 9508
R - 57465
Section: Camas Valley
Highway: Coos Bay - Roseburg
County: Douglas
State's Offer: $13,201
Defendant's Answer: $30,000
Verdict: $13,000
Explanation: State's brokers testified the value of the taking ranged from $5,000 to $10,000. Defendant made a wonderful witness testifying about loss of front yard and flower garden. In the after condition the right of way line was 6 feet from the defendants front steps. Jury's verdict was based on state's testimony with no award for damages.
State's Attorney: Roger R. Warren

State v. Hampton & Ferry
L - 9562
R - 6028011
Section: Coquille Reroute
Highway: Coos Bay - Roseburg
County: Coos
State's Offer: $42,175
Defendant's Answer: $150,000
Verdict: $105,000

Explanation: Defendant purchased property in 1980 for $46,000. Bank appraised property in 1989 at $89,600. State's appraisers appraised the property at $45,000 and $38,000. Defendant's expert witnesses testified the property is worth $110,000 to $130,000. The key factor in the jury's decision was the fact that ODOT's offer left the defendant holding the bag for nearly $50,000 owing and due to the bank for the mortgage on the property. That, with the state's appraiser's mistake on cross examination, provided the jury an excuse to discredit his testimony and give defendant's experts more credence.
Attorney: Jack Landau

* * * * * * *

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	3/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

February 9, 1991

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On February 9, 1991, $ 12,038,752.93 was distributed to the counties as their share of motor vehicle revenues for the month of January, 1991.

On February 9, 1991 $ 7,646,741.16 was distributed to the cities for the month of January, 1991.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of February, 1991

Douglass R. Goldbach, Controller
Highway Division

731-0314A (10-90)

The Oregon Transportation Commission held a special meeting at 2:30 p.m., April 4, 1991, in Room 122 of the Transportation Building in Salem. (Notice of the meeting had been made to the Capitol Press Corps.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Tony Lewis, Assistant Director for Finance
Donald E. Forbes, State Highway Engineer
Don Adams, Region 1 Engineer
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Fran Neavoll, Commission Services

There were other staff persons present.

Governor Barbara Roberts addressed the Commission concerning her vision for land use, energy and transportation in Oregon.

Governor Roberts outlined five goals for the direction of Oregon's transportation system in the next several years which are summarized as follows:

1) Participate in land use planning programs:

   a) The agreement to better coordinate planning efforts of ODOT and the Department of Land Conservation and Development was an important step, but she felt planning efforts should be coordinated between all agencies involved in growth issues, as well as local governments.

   b) She felt the Department of Transportation should be a leader and a listener in all the local efforts across the State.

(Continued on next page)

2) Conserve energy and natural resources:

a) Develop programs to cut down on the number of single-occupancy drivers, convert fleet vehicles to cleaner-burning alternative fuels or offer rail lines for tourism along the coast or for commuters.

3) Develop a multi-modal transportation plan by 1993:

a) Consider all modes of transportation in developing a statewide comprehensive plan for the Legislature to review in 1993.

b) Include in the plan efforts at improving rail, air transport and ports, along with highway needs.

c) The transportation plan should consider the types of transportation that make energy sense.

d) It should consider the tradeoff between building roads and highways as opposed to rail or mass transit.

e) Consider new ways to accomplish transportation needs, seek out innovation, respond to the local needs, and link every part of Oregon within the State borders and the world.

4) Forge stronger links between rural and urban Oregon:

a) Help diminish the gap between rural and urban Oregon.

b) Move toward a recognition that light rail on the west side helps rural Oregon by freeing up State and Federal Highway Funds for improved efforts outside the cities.

5) Provide the funding mechanisms necessary to improve Oregon's transportation system:

a) Urged an active role with the Federal Government on transportation issues.

Governor Roberts closed by stressing her commitment to the Access Oregon Highways Program, funding for the Westside Light Rail, and the State funding proposal developed by the Roads Finance Committee. (Copy of written speech in Commission's files, Salem.)

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Chairman Hollern said the Commission accepts the challenges given by the Governor. He commented that the legislation establishing the Transportation Commission and the Department of Transportation more than 20 years set as the primary mission the development and maintenance of a multi-modal transportation plan and policy for the State of Oregon. He said the Department has begun the process to develop a transportation plan and each of the Commission members is chairing a policy committee in a specific area. He asked each of the members to discuss their Committee's vision for the future.

Commissioner Bolender, Chair of the Urban Mobility Committee, commented that most of Oregon's growth in the next 40 years is projected to take place in the urban areas. He felt it was important not to deteriorate the transportation system from its present levels. He outlined the goals of the Committee as follows:

1) Decrease the percentage of commuters traveling to and from work in single-occupancy vehicles from 71 percent to 50 percent by the year 2000.

2) Maintain the ability of 88 percent of Oregonians to commute to work in one-half hour or less.

3) Increase the transit bus hours of service per capita by 50 percent by the year 2000.

4) Reduce the per capita vehicle miles of travel in metropolitan areas by 20 percent in the next twenty years.

5) Encourage alternative fuels and reduced reliance on automobiles, save energy and create a cleaner environment.

Vice Chairman Whitty, Chair of the Rural Access Committee, stated that many of the rural areas are becoming more isolated due to stagnant economies as growth has occurred along the interstate corridors. He outlined the Committee's vision as follows:

1) Access Oregon Highways will help tie the rural areas to the urban areas and will help solve transportation needs in the metropolitan areas.

2) Address improved freight and passenger services that would permit rural areas to share in Oregon's prosperity.

3) Increase intercity bus and air needs and at an affordable cost.

(Continued on next page)

4) Improve the transportation system in the rural areas that is sensitive to the environment and consistent with the State and local vision developed through the land use planning program.

5) Provide reliable local transportation services to residents of rural areas who do not drive.

Commissioner Breezley, Chair of the Freight Productivity Committee, discussed their vision as:

1) Oregon's economy will be characterized by high quality, high value manufacturing, and services linked to the international economy. Efficient freight transportation is critical to the support of the economic base.

2) Oregon is served by three transcontinental railroads, four deep-draft ports, several airports, and an excellent highway system. The Committee will be working to find and recommend a balance between all the modes of transportation in support of Oregon's future.

Commissioner Ford, Chair of the Safety Improvement Committee, said in recent years traffic safety (measured in fatalities per one hundred million miles) has improved due to increased use of seat belts, motorcycle helmet laws, and stricter drunk-driving penalties. However, she continued, Oregon remains in the bottom one-third of the United States in terms of traffic fatalities per one hundred million miles. She commented as the population ages, drivers and users of transportation services will become increasingly conscious of safety. She outlined what her Committee would like to accomplish as follows:

1) Move Oregon to the top one-third of the States in terms of traffic safety.

2) Work to ensure that all modes of transportation in Oregon are among the safest, including pedestrian and bicyclist safety.

3) Apply new technology to improve both crash avoidance and crash worthiness of vehicles.

4) Improve land use development patterns along highways so they can operate more efficiently and safely.

(Continued on next page)

Commissioner Ford discussed the issues of the Safety Improvement Committee as follows:

1) How can Oregon overcome the obstacle of a low ranking among States in terms of traffic safety?

2) Are there ways to make seat belt and drunk-driving laws more effective?

3) How are truck numbers, size and weight related to highway safety?

Chairman Hollern, who Chairs the Financing Systems Committee, outlined their vision as:

1) Continue strong financing structure for highways, streets and roads.

2) Develop a transportation finance structure that permits State and local governments to fund the most appropriate improvements in a given situation.

3) Provide more consistent assistance to local areas, especially for carrying out State policies adopted through the transportation or land use planning processes.

4) Equity among various regions should be based on overall State effort in transportation, rather than on single modes.

5) Encourage increase of private sector participation in major transportation improvements.

6) Coordinate programs and investment with other State agencies.

Chairman Hollern discussed the issues as follows:

1) Lack of flexibility in existing funding sources. How to develop needed flexibility. Should alternative funding sources be developed? Should the Highway Trust Fund be opened up?

2) Levels of State participation by mode and jurisdiction.

3) Resources to direct public policy rather than respond to existing development.

There was discussion why Oregon was ranked in the bottom one-third of the states in terms of traffic fatalities per one hundred million miles. Commissioner Ford addressed the issue of the quality of driver education. She felt that there needs to be better education provided to the drivers. Governor Roberts said she would like information on what other factors affect this ratio.

Governor Roberts said she was appreciative of the Commission's support and their willingness to serve on this Commission.

At 3:30 p.m., Chairman Hollern called for a recess.

At 3:35 p.m., Chairman Hollern reconvened the meeting for a discussion on the Westside Corridor Project.

Mr. Forbes said before the Commission hears the recommendations from the Steering Group on the light rail alignment and from Don Adams on the highway elements, he recommended that the Commission give an opportunity for public comment.

Garnet Oekerman, representing the Congregation of the Zion Lutheran Church, confirmed their support of the concept of the Westside Corridor Project, but said as the project moves closer to reality, the Congregation must oppose the Portal A option. She said the Congregation is deeply troubled by the severely negative impact of the proposed route along Southwest 18th Avenue, known as the Portal A option. She said they believe the placement of the light rail in that location will substantially diminish the useability of the church. She mentioned trains moving on tracks so close to the sanctuary will introduce audible and physical effects not in keeping with the intent and purpose of a place of worship.

Mrs. Oekerman stated the Supplemental Draft Environmental Impact Statement did not respond adequately to the letter sent by the church to Tri-Met. She presented this letter to the Commission. (Copies of letters dated October 12, 1990, and March 22, 1991, in Commission's files, Salem.)

Mrs. Oekerman mentioned the church has been designated as a Portland Historic Landmark. She said the Congregation is concerned that the 75 percent Federal Funding may be placed in jeopardy should the project fail to meet the requirements under the National Historic Preservation Act.

Mrs. Oekerman said there is a viable alternative route, known as Portal C2A option. She referred to letters dated April 2 and 3, 1991, from Timothy V. Ramis to the Portland City Council and the Commission. (Copies of letters in Commission's files, Salem.) Mrs. Oekerman recommended adoption of Portal A as a preferred alternative, conditional upon further analysis of Portal C2A.

Howard Glazer, Goose Hollow Foothills League, expressed dissatisfaction with Tri-Met's designated surface route on S.W. 18th and on S.W. Jefferson. He said there is a better way to connect the Westside Light Rail between SW 18th and Morrison and the proposed long tunnel. He said that running light rail on the surface of S.W. 18th and on S.W. Jefferson as presently planned will severely impact the liveability, integrity and viability of the Goose Hollow/Kings Hill Neighborhood. He felt that a modified tunnel alternative offers many advantages. He spoke concerning the geological issues as well as the cost difference. He asked for the Commission's support for approval of Portal A but on the condition that Portal C2 be considered in the process.

Larry Bissett spoke concerning the Western Bypass. Chairman Hollern informed him that the public comments were for the Westside Corridor Project. He suggested that he submit his input for the Western Bypass to Don Adams, Region 1 Engineer. Mr. Bissett said the light rail does relate in that it provides a radial access to Portland through the Beaverton-Sunset Corridor. He felt the decision being made today would have an effect on the development of the communities, such as Tigard and Tualatin. He suggested that other alternatives be investigated rather than converting the Pacific Highway (a four-lane facility) into a six-lane expressway right through the center of a major community.

Lew Delo spoke on behalf of the Goose Hollow Foothills League and the Multnomah Athletic Club in support of the Westside Corridor Project. He said if Portal A is adopted, they would work with Tri-Met to mitigate the effects on the community. However, he commented, he was present to encourage the selection of Portal A as the preferred alternative, subject to investigation and study of Portal C2A as a possible alternative. He said this approach would not jeopardize the 75 percent Federal Funding and it would allow a more complete review of the cost of the impacts and of the mitigation issues between the two alternatives.

Mr. Delo mentioned Timothy Remis had submitted a letter dated April 2, 1991, requesting the Commission approve Portal A as the preferred alternative, conditioned upon immediate action by Tri-Met initiating the following two procedures. He said this would allow further study of the C2A option without slowing down preparation of the final environmental impact statement.

1) Environmental Assessment: Under this procedure, an environmental assessment could be performed to determine if there are significant impacts caused by the change to Portal C2A. If significant impacts are not found, the change to Portal C2A could be made without a new Supplemental DEIS.

(Continued on next page)

2) Finding of Lesser Adverse Impact: This procedure requires a finding that the change in alignment lessens the adverse impacts evaluated in the DEIS without causing other impacts not evaluated in DEIS. Mr. Delo said although the League has produced evidence that this standard can be easily met, pursuit of this option is dependent upon an unbiased analysis by Tri-Met staff and consultants.

Larry Preuss, a member of the Citizens Advisory Committee, spoke regarding the proposed highway improvements on the Sunset Highway in connection with the Westside Corridor Project. He explained an area of concern listed as #6 in the community plan, which became part of the Washington County Comprehensive Plan, that required one access onto Barnes Road for traffic circulation. He stated Washington County had placed in a permit for construction of a development between the Sunset Highway and S.W. Barnes Road that the internal roadway should function as a private minor collector providing access to the Brookdale site and those lots adjoining to the west and south. He said the developer did not fulfill the County's original intent. He referred to his motion made at a CAC meeting that the access to Barnes Road be placed through the Brookdale Apartments and that consideration for condemning personal property should not be placed on the private property owner. He also mentioned that his motion included the deletion of an overcrossing at 76th. He said he has now heard there is consideration being given to a transit station at 76th. He indicated he would like to rescind his part of the motion to include a 76th overcrossing if the transit station is considered.

Deby Barnhart, on behalf of the Blatter Family, spoke in opposition to choosing Option 112 through their historic farm. She commented the Commission should support local community plans arrived at by a long process and not the creation of new mistakes as a "Bandaid" to lack of enforcement of permit mandates. She referred to a news article that stated a road through their property would not destroy the nursery business. She said this assessment was made without benefit of their input. She explained the affects of a proposed road through their nursery. She closed by saying that if the Brookdale access is inadequate, she requested Washington County direct their staff to modify Brookdale's minor collector road to acceptable standards in order to fulfill the County's original intent. She said they are not willing to sell any of their property to construct a duplicate access. (Written documentation in Commission's files, Salem.)

Bob Post, Tri-Met, handed the Commission copies of letters from the Portland Chamber of Commerce, Association for Portland Progress, KPTV 12, and Downtown Retail Council and an editorial from The Oregonian concerning the Westside Light Rail Project. (Copies in Commission's files, Salem.)

Mr. Post said the time has come to make a decision on the Westside Light Rail Project. He recalled the objective was to reach a consensus by the eight jurisdictions; the recommendation was made by a Citizens Advisory Committee and Project Management Group during the month

of March; and the recommendation was taken to the Project Steering Group on March 26. He said the recommendation is being advanced to each of the eight jurisdictions. Multnomah County, Washington County, City of Beaverton, and City of Hillsboro have made their recommendations. The City of Portland and Metro will take up the issue next week and a final decision made by Tri-Met on April 12.

Mr. Post said the recommendation that comes from the Steering Group is an unanimous decision, with two exceptions. The two issues are:

1) The Downtown Portal Area, and

2) 76th Avenue, Golf Creek Apartments and the access to those apartments.

Mr. Post said the recommendation concerning light rail is covered in a Decision Document, pages 2 through 15. (Document in Commission's files, Salem.) He summarized the recommendation as follows:

1) Reaffirm selection of light rail.

2) Reaffirm the selection of Portal A (the downtown alignment) which is the alignment on the surface on 18th and Jefferson.

3) In the Canyon area: A long tunnel with a Zoo Station. There were two additional conditions by the Steering Group. One, to preserve a future station at Sylvan, if that alternative could be done in a cost-effective way; and second, to preserve an option for a future station at the Golf Creek area, in the area of 76th Avenue.

4) In the Beaverton area: To select the north entry into downtown and the Burlington Northern alignment through Tektronix. One additional condition by the Steering Group, to preserve an option for a future station in the East Beaverton area near Highway 217.

5) In the Light Rail: 185th terminus.

Mr. Post said testimony was received on the second alternative which is Portal A as opposed to Portal C in the downtown area. The recommendation was based on the merits. There has been discussion if it is possible to keep an option open from an environmental and legal standpoint. He said it was their interpretation from discussions with the Federal Agency (UMTA) and Tri-Met's own experience with that agency in other projects, that it is not possible and a supplemental environmental impact statement would have to be completed.

He indicated the City of Portland has supported Portal A. He also felt the cost estimates of an additional $30 to $39 million are appropriate for Portal C. He also mentioned that Portal A was supported by the Goose Hollow Neighborhood up through November and their position was reversed in December.

Don Adams began by saying the Westside Corridor Project includes improvements on Highway 26 (Sunset Highway) and Highway 217 (Beaverton-Hillsdale Highway) in addition to the light rail project elements. He explained the base design for the highway improvements as follows:

1. Zoo to Sylvan improvements
- Build new westbound on-ramp at Zoo
- Rebuild eastbound ramps due to highway widening (see below)
- Add westbound truck climbing lane (currently stops at Zoo)
- Close part of Canyon Court (due to widening)
- Shift centerline south to accommodate new lane

2. Sylvan Interchange improvements
- Rebuild existing structure over highway (due to widening)
- Relocate westbound ramps (due to widening and to eliminate weaves)
- Build eastbound and westbound collector-distributor roads
- Realign some local streets affected by improvements
- Reconfigure some local street connections to interchange to improve safety
- Connect Canyon Court west of Skyline to Skyline via 58th and Montgomery

3. Sylvan to Highway 217 improvements
- Widen highway to six lanes (one new lane each direction)
- Close local accesses to Highway 26 on south side at 75th, 78th, 79th, and Katherine Lane; and on north side at 76th
- New SW 76th Avenue overpass to provide access from Golf Creek area to highway
- Replace existing structure over SW Canyon Road with wider structure
- Continue collector-distributor system from Sylvan to Camelot Court

4. Highway 217 interchange improvements
- Widen Highway 26 structure over Highway 217
- Widen to two lanes and realign major ramp connections between Highway 26 and Highway 217

5. Highway 217 improvements
- Widen to four lanes in each direction between Highway 26 and Canyon Road, including an auxiliary lane, and taper back to two lanes in each direction at Beaverton-Hillsdale Highway
- Rebuild ramps at Wilshire Street, Walker Road, and Canyon Road to accommodate highway widening
- Shift highway centerline slightly east at Walker Road to accommodate highway widening

6. Additional improvements
- Build two-way bikeway entire length of project
- Install congestion ramp metering on certain ramps

Mr. Adams explained the three issues to resolve for the Zoo to Sylvan segment as follows:

a) Move highway improvements off south hillside

b) Locations for westbound on-ramp at Zoo

c) Canyon Court between Highland and Skyline.

Mr. Adams said the recommendations of staff and the City of Portland are to build the base design highway improvements from Zoo to Sylvan with the final design to incorporate these changes:

a) Move highway off south hillside

b) Keep Canyon Court open

c) On-ramp near Zoo overcrossing structure

Mr. Adams explained the two local circulation issues north and south of the highway to resolve on the Sylvan Interchange are:

1) North circulation choices in vicinity of French-American School

2) South circulation choices for Humphrey-Hewitt Intersection

(Continued on next page)

Mr. Adams said the recommendations of staff and the City of Portland are to build the base design modified to correct the misalignment of Westgate and Montgomery. The final design will also attempt to mitigate the following impacts:

North: Minimize local circulation impacts to neighborhood, businesses, and French-American School.

South: Create a more standard-design intersection at Humphrey-Hewitt.

Mr. Adams explained the two issues to resolve on Highway 26 on the Sylvan to Highway 217 segment which includes widening from four to six lanes with a truck bypass ramp; local accesses to the highway will be closed, upgrading the highway to freeway standards. Highway 217 will be widened to six lanes between Highway 26 and Canyon Road. He said the two design issues need resolution as follows:

1) Access to Highway 26 for Golf Creek area:

   Remove existing westbound on/off-ramp at 76th Avenue; route Golf Creek traffic on a new overpass to collector-distributor roads accessing the highway at Camelot Court (base design).

   Route traffic from Golf Creek to Camelot Court; provide no direct highway access (Option 110). Alternately, provide a westbound on-ramp from 76th Avenue (Option 110A).

   Route Golf Creek traffic on improved streets north to Barnes Road (Option 112).

2) Collector/distributor system from Sylvan to Camelot Court.

Mr. Adams said the recommendations of the staff and Washington County are to build the base design modified to eliminate the S.W. 76th Avenue overcrossing and routing Golf Creek traffic north of S.W. Barnes Road. He said the Department staff further recommends continued analysis of the collector-distributor system proposal for feasible, effective means to provide both local access and separation of highway weave movements.

Mr. Adams reported that the recommendation of the Citizens Advisory Committee specified routing local access north of Highway 26 through the Brookdale Apartments to Barnes Road. He said the recommendations of the Steering Group and Project Management Group did not specify a route for this northside local access but said it would connect to Barnes at the Leahy Road intersection.

There was considerable discussion concerning the above options.

Chairman Hollern said there is a resolution asking for the Commission's endorsement of the recommendation of the Project Steering Group and recommending that the Tri-Met Board adopt the recommendation as the Region's Locally Preferred Alternative and as the Region's actions on the matters to be covered by the consolidated land use decisions.

Mr. Adams reported Washington County had adopted the resolution that added the following endorsement:

> Preference should be given to routing traffic from Golf Creek Apartment northward to the intersection of Barnes Road at Leahy Road. If further consideration of this option results in a finding that it is infeasible, a variation of mitigation option 110 or 110A that is least disruptive to the existing ingress and egress situation should be explored.

Commissioner Breezley was concerned with the word "infeasible"; however, Mr. Adams explained the interpretation of the word infeasible.

Commissioner Breezley also expressed concern about the process of this decision. He said for future projects the process should be restudied.

Mr. Forbes mentioned there was a list entitled "consolidated list of mitigation options for continued consideration" sent to the Commission previously which involved various recommendations from the Project Advisory Committees regarding inclusion of certain features in the project. It was intended that this list represent items to be negotiated and/or decided among the participating jurisdictions and Tri-Met in an agreement at a later date. He said some of the items are already included in the project cost estimates, while many are not. He requested that no commitment be made to specifically fund this consolidated list. He explained the Department may want to reserve judgment on these items as they may involve State financial participation and the items will be explored over the next few months.

(Continued on next page)

Vice Chairman Whitty moved for approval of the resolution, which included the special recommendation for routing traffic from Golf Creek Apartment northward to the intersection of Barnes Road at Leahy Road, and to accept the recommendation of Mr. Forbes not to commit funding of the consolidated list of mitigation options. The motion carried unanimously by the Commission adopting the following resolution and the Commission agreed not to fund the following consolidated list of mitigation options:

RESOLUTION

RECOMMENDATION OF THE OREGON TRANSPORTATION COMMISSION IN SUPPORT OF THE WESTSIDE CORRIDOR PROJECT LOCALLY PREFERRED ALTERNATIVE AND ASSOCIATED LAND USE ACTION

WHEREAS, in the early 1980's the Metro region reviewed alternative corridors as potential transit corridors from downtown Portland into Washington County, as part of a federal Alternatives Analysis process, and

WHEREAS, in 1983 the region chose Light Rail Transit in the Sunset Corridor as the Locally Preferred Alternative upon completion of the Alternatives Analysis process, and

WHEREAS, a further Locally Preferred Alternative decision needs to be made at this time for federal funding purposes, and

WHEREAS, Metro and the affected local jurisdictions amended the Regional Transportation Plan (RTP) and the affected local comprehensive plans to incorporate the Locally Preferred Alternative, and

WHEREAS, the 1991 Oregon Legislature adopted Senate Bill 573 which designates the Tri-Met Board of Directors to make a consolidated land use action on certain matters to be covered by the current Locally Preferred Alternative decision, which include the light rail alignment in the Sunset Highway Canyon and in Beaverton and a portion of Washington County; the locations of light rail transit stations and park-and-ride lots; and highway improvements, and

WHEREAS, the Westside Corridor Project Citizens Advisory Committee (CAC), Project Management Group (PMG), and Steering Group (SG), representing the affected jurisdictions and the Oregon Department of Transportation (ODOT), have evaluated the options identified in the Supplemental Draft Environmental Impact Statement (SDEIS) and made recommendations regarding the Locally Preferred Alternative including the matters to be covered by the consolidated land use action, and

WHEREAS, the Tri-Met Board must consider the recommendations of the affected local jurisdictions, the Oregon Transportation Commission and the Oregon Department of Transportation,

NOW, THEREFORE, BE IT RESOLVED:

THAT the Oregon Transportation Commission endorses the recommendation of the Project Steering Group and recommends that the Tri-Met Board adopt the recommendation as the region's Locally Preferred Alternative and as the region's action on the matters to be covered by the consolidated land use decision.

FURTHER THAT this endorsement is subject to the following special recommendation:

> Preference should be given to routing traffic from Golf Creek Apartment northward to the intersection of Barnes Road at Leahy Road. If further consideration of this option results in a finding that it is infeasible, a variation of mitigation option 110 or 110A that is least disruptive to the existing ingress and egress situation should be explored.

THIS RESOLUTION should be entered in the minutes and records of this Commission as Miscellaneous Resolution Number 279.

Adopted by the Oregon Transportation Commission this 4th day of April, 1991.

Michael P. Hollern, Chairman

(Continued on next page)

Westside Corridor Project
Consolidated List of Mitigation Options for Continued Consideration
Approved by:
Project Management Group March 20, 1991
Project Steering Group on March 26, 1991

Based on: Long tunnel with zoo stop, north entry into Beaverton, BN.

Purpose of List: Create one attachment to the decision document consolidating all potential jurisdictional conditions, thereby maintaining a comprehensive view of project elements, and negating the need for conditions to be applied by individual jurisdictions. The list will represent Tri-Met's commitment to continue consideration of these items in the FEIS, negotiation of the full funding grant agreement, and final design. The list which follows should be viewed as an evolving list, which will be refined and modified as each item is studied further and as funding discussions proceed.

Downtown Segment

- **Brick Sidewalks on Morrison /Yamhill to 18th (City of Portland, $6.8 million)**
  Recommendation: Retain in project, define scope in FEIS & Final Design.
- **Left Turns/Circulation Study (City of Portland, cost to be determined)**
  Recommendation: Include in project, define scope in FEIS & Final Design.
- **Collins Circle Traffic Mitigation (City of Portland, $0 - .2 million)**
  Recommendation: Include in project, define scope in FEIS & Final Design.
- **Goose Hollow Parking Replacement (City of Portland, cost to be determined)**
  Recommendation: Include as potential mitigation in FEIS/Final Design. Solutions will emphasize maximizing the effectiveness of current public rights of way for parking. Analysis is to be combined with Goose Hollow traffic circulation study recommended above.

Long Tunnel/Canyon Segment

- **Upper Jefferson Grade Separation (from City of Portland, $1 million)**
  Recommendation: Include in project, define scope in FEIS & Final Design.
- **Zoo Station Enhancement (City of Portland, cost to be determined)**
  Recommendation: Basic project will include a zoo station which functions at a good level of service, and will comfortably accommodate projected passenger demand. Final design studies will determine specifically what the required passenger demand is for various levels of zoo events and zoo attendance, and the design response required to serve that demand. The base project will assume a comfortable environment for zoo-bound passengers developed to meet - but not exceed - overall project standards for design amenities.
- **Sylvan Station (Planning Management Group, cost to be determined)**
  Recommendation: Pursue preserving the option for a future station at Sylvan Interchange if costs are minimal. Staff is to identify costs as soon as possible.
- **Add (Future) Golf Creek Station (City of Portland, cost to be determined)**
  Recommendation: Include as future station, final design to accommodate future station.

Highway 217 Segment

- **Cabot Bridge (City of Beaverton, $.1 million)**
  Recommendation: Include in project as temporary structure.
- **Highway 217 Right Of Way to Allow for Future Highway Widening (City of Beaverton & ODOT, $.5 million)**
  Recommendation: Retain in project.

(Continued on next page)

Beaverton North Entry

- 114/117 Connector (City of Beaverton, $.3 million)
  Recommendation: Include in project, define scope in FEIS & Final Design.
- Future East Beaverton Station (City of Beaverton, cost to be determined)
  Recommendation: Include in project, final design to accommodate future station.
- Transit Center Access to New East/West Arterial (City of Beaverton, cost to be determined)
  Recommendation: Define scope in FEIS & Final Design.
- Watson Relocation / Grade Crossing (City of Beaverton, $.1 million)
  Recommendation: Include one grade crossing in project budget - alternate locations to be covered in FEIS. Final determination of grade crossing location to be made in Final Design.
- Extra Right of Way Costs for East/West Arterial (City of Beaverton, $.1 million)
  Recommendation: Include as consideration in project funding negotiations.

BN Segment

- Civic Center Regrade (City of Beaverton, cost to be determined)
  Recommendation: Include in project, define scope in FEIS & Final Design.
- Vehicle Access to Hocken Station (City of Beaverton, cost to be determined)
  Recommendation: Include in project, define scope in FEIS & Final Design.
- Tektronix Vibration Mitigation (Technical Advisory Committee, $0 to $.1)
  Recommendation: Include in project, define scope in FEIS & Final Design.
- Cedar Hills Overpass (City of Beaverton, $1 - $2 million)
  Recommendation: Scope and Justification to be Defined in FEIS. Include in project negotiations with UMTA on Full funding Agreement.
- Reimbursement or Match Credit for Old BN Property (City of Beaverton, cost to be determined)
  Recommendation: Include in project negotiations with City of Beaverton (BURA) and UMTA on Full Funding Agreement.

Beaverton/Common Issues

- Pedestrian Access to All Stations (City of Beaverton, cost to be determined)
  Recommendation: Include in project, define scope in FEIS & Final Design.
- LRT Trackway Enhancement (City of Beaverton, cost to be determined)
  Recommendation: Include in project, define scope in FEIS & Final Design.
- Bike Path Adjacent to Creeks (City of Beaverton, cost to be determined)
  Recommendation: Include in project, define scope in FEIS & Final Design.
- Submit to City of Beaverton Design Review (City of Beaverton, cost to be determined)
  Recommendation: Include in project, standard operating procedure.

West Beaverton Segment

- Intersection Analysis Due to Murray P&R (City of Beaverton, cost to be determined)
  Recommendation: Include in project, define scope in FEIS & Final Design.
- Baseline/Jenkins Connector (Washington County, $2.8 million)
  Recommendation: Attempt to include in project, define scope in FEIS & Final Design.
- Murray Overpass Widening (Washington County, $2 - $4 million)
  Recommendation: Scope and justification to be defined in FEIS. Include in project negotiations with UMTA on Full funding Agreement.
- Murray Station Location Change (City of Beaverton, cost to be determined)
  Recommendation: Include as a potential design modification in FEIS. Final location to be to be determined in Final Design.

(Continued on next page)

Project-Wide

- 1% for Art (Planning Management Group, $1 - $1.5 million)
  Recommendation: Public art shall be included in the Westside project, including art integrated into the project design. The budget for art would be based on 1% of elements of the project that have considerable public visibility. Such elements might include stations, parking lots, and tunnels. The art budget will be defined in Final Design in the range of $1-1.5 million, or .003% of the total project budget.
- Review Supply and Demand of Total Park and Ride Spaces for the Preferred Alternative (Planning Management Group, cost to be determined)
  Recommendation: Include in FEIS and Final Design.
- Construction Mitigation Plan (Planning Management Group, cost to be determined)
  Recommendation: Include in FEIS and Final Design.

Mr. Moore mentioned that the funding for the Westside Light Rail Project is proceeding.

The Commission set an Executive Session for Friday, April 26, 1991, at 10 a.m., 135 Transportation Building, Salem, to review the resumes of the candidates for the position of the Director of Transportation.

There being no further business to consider, Chairman Hollern adjourned the meeting at 5:45 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Commission Services

Roger L. Breezley, Commissioner

At 7 p.m., April 16, 1991, the Oregon Transportation Commission had dinner with the Port of Portland at the Jantzen Beach Red Lion Inn, 909 North Hayden Island Drive in Portland. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Tony Lewis, Assistant Director for Finance
John Elliott, Assistant Director for Strategic Planning and Communications
Donald E. Forbes, State Highway Engineer
Don Adams, Region 1 Engineer
Dennis Moore, Administrator of Public Transit Division
Paul Meyerhoff, Administrator of Aeronautics Division
Fran Neavoll, Commission Services

PORT OF PORTLAND COMMISSION
Robert Ames, President
Sho G. Dozono, Member
A. Victor Rosenfeld, Member
Robert S. Walsh, Member
Dr. Nancy Wilgenbusch, Treasurer

PORT OF PORTLAND
Mike Thorne, Executive Director
Keith Phildius, Aviation Director

There were other staff persons present.

Chairman Hollern said the Port of Portland and the Department are working together to benefit the entire State. As a part of that continuing partnership, the Port is working with ODOT to help develop an integrated statewide transportation plan. He said this integrated Oregon Transportation Plan will obviously have impacts on the Port through decisions on air, water, highway and rail connections. He also mentioned that two key port staff members are involved in helping to develop critical transportation plan elements.

Chairman Hollern commented there are several projects coming up soon that will present continued opportunities to work together, and as partners with other communities and port districts to improve transportation and stimulate economic growth. He mentioned the projects as intermodal studies, freight studies, and the US30 Study (rail vs. highway to Astoria).

Chairman Hollern mentioned the recent and planned Six-Year Highway Improvement Projects benefiting access to the airport which total $75.2 million. In time, he said it is hoped to extend light rail to the Portland International Airport, as well as across the river into Clark County. He stated that the Department will be looking to the Port as an active partner in this project, since it will benefit directly from improved customer access to the airport.

Chairman Hollern said the Commission appreciates the Port's energetic involvement in the planning issues and he felt it was important to keep working together. He mentioned a comprehensive transportation funding package has been developed for consideration in the 1991 Legislature and he asked for their continued support to improve Oregon's transportation future.

Robert Ames, President of the Port of Portland Commission, spoke regarding the Port's activities and transportation issues. He discussed the following points:

a) Portland International Airport is one of the fastest growing airports, with surrounding access and land.

b) The Port has learned how to compete.

c) The Port is the largest industrial landowner in the State.

d) Transportation improvements important to the Port are the Columbia Boulevard Interchange and Airport Way.

e) The new Transportation Plan should identify new transportation terminals.

f) The Port would like to contract the maintenance of the signal system at Airport Way and 82nd Drive.

g) The Port's limitations, such as funding.

The dinner meeting adjourned at 8:25 p.m.

On April 17, 1991, the Transportation Commission held its regular monthly meeting in the Clark Room at Jantzen Beach Red Lion Inn, 909 North Hayden Island Drive, Portland, beginning at 8 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Tony Lewis, Assistant Director for Finance
John Elliott, Assistant Director for Strategic Planning and Communications
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Donald E. Forbes, State Highway Engineer
Don Adams, Region 1 Engineer
Al Steger, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present, including members of the press.

Vice Chairman Whitty opened the meeting by saying that Chairman Hollern and Director Bothman would be arriving late as they were testifying before the Legislature.

Commissioner Breezley moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the March 19, 1991, meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2832 in Commission's files, Salem.)

3) Small city planning grant of $6,400 for a Clatsop County Transportation Study and authorized Administrator of Public Transit Division to enter into a grant agreement with Clatsop County.

(Continued on next page)

4) Renewed a personal service contract for aerial photography with Western Aerial Contractors through June 30, 1992, at a cost not to exceed $85,000. (Authorized State Highway Engineer to sign necessary contract.)

5) Survey map and adopted resolution covering the Greenwood Avenue-Elm Avenue (Coos Bay) Section of the Oregon Coast Highway (US101), Coos County. (Highway Corridor and Design Resolution No. 497 in Commission's files, Salem.)

6) Installation of traffic monitoring equipment at ten sites supporting the Strategic Highway Research Program's Long-Term Pavement Performance Project. Total cost of equipment and installation will be $242,000. (Authorized State Highway Engineer to sign necessary contract documents.)

7) Abandoned claim in the amount of $17,149.27 for damages to the Lone Rock Bridge on the Umpqua Highway No. 73, M.P. 18.6, Douglas County.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Assistant Director for Administration	Exhibit C
Assistant Director for Strategic Planning and Communications	Exhibit D
State Highway Engineer	Exhibit E
Program Manager	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Manager	Exhibit H
Automation Manager	Exhibit I
Region 1 Engineer	Exhibit J
Public Transit Administrator	Exhibit K
Assistant Attorney General	Exhibit L
Highway Controller	Exhibit M

The Commission unanimously confirmed their next meeting date of May 21, 1991, in Salem with a traffic safety luncheon following the meeting.

The Commission set a tentative date for their following meeting in Salem as June 18, 1991. A luncheon with the Jackson Scholars is scheduled.

Ms. Gregory advised the Commission as to the status of the budgets for each of the Divisions that are before the Legislature at this time.

Ms. Gregory gave the Commission an update of major legislation as follows:

Public Transit Division

House Bill 2128 (Westside Light Rail funding) is before the House Transportation Committee. The Committee is considering amendments, which implements Speaker Campbell's proposal to fund the State's share with lottery money rather than cigarette tax funds.

Central Services Division

Senate Bill 65 (ODOT bonding): Hearing held on April 9th before the Senate Transportation Committee and the bill was tabled by the Committee.

House Bill 2475 (traffic safety) passed House Transportation and Ways and Means with amendments that ODOT supported and will now go to the House floor.

House Bill 3559 (gas tax increase) referred to House Revenue and a subsequent referral to Ways and Means.

Motor Vehicles Division

House Bill 2275 (fee bill) has had one hearing in House Transportation. It is hoped a work session can be scheduled.

House Bill 3030 (funding for traffic safety programs including OSSOM) has had two hearings in House Revenue and a work session is scheduled on April 15.

Denny Moore reported on the Portland Strategy Team. He said the Team consists of Ted Spence, Don Adams, Don Forbes, Bill Anhorn, Erik East, Bob Bothman, John Elliott, and himself. He said goals and objectives were developed for addressing the major highway and transit issues in the Portland area. The issues are discussed by the Team and recommendations are made to the individual bodies, such as JPACT, T-PACT, Steering Committees, etc. He mentioned the major issue has been the Westside Corridor; however, there are numerous other issues.

Upon Mr. Meyerhoff's recommendation, Commissioner Breezley moved for approval of a request to the Ways and Means Committee to apply for Federal Funds and to increase the capital construction program limitation for the Aurora State Airport runway/taxiway construction project. The motion carried unanimously and the Commission approved the following:

1) Authority to apply for $806,191 in Federal Funds from the Federal Aviation Administration's Airport Improvement Program.

2) Transfer of $41,400 from the ending balance to the 1989-91 biennial budget to the capital construction program expenditure limitation.

3) A $414,000 increase in the Aeronautics Division's capital construction program expenditure and revenue limitation.

Mr. Meyerhoff presented a request from the Oregon Wing Civil Air Patrol for a State matching funds grant in the amount of $100,000 subject to passage of House Bill 2313. If the Legislature approves, he said the amendment would allow the State to match funding for FAA-eligible projects and important statewide aviation capital projects, such as construction of a new State Headquarters Building for the Civil Air Patrol. Following Mr. Meyerhoff's explanation of the HB 2313 shown below, Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission, subject to passage of HB 2313.

> 0.35 cent of the funds collected from the 1.0 cent jet fuel tax shall be used for matching grants on Federal Aviation Administration-eligible projects. 0.05 cent of the funds collected from the 1.0 cent jet fuel tax shall be used for matching grants for capital projects for non-profit aviation organizations. Matching grants will be distributed through a grant program approved by the Oregon Transportation Commission.

Mr. Meyerhoff commented that four legislative bills had passed out of Committee. House Bill 2717 (increases AVGAS tax from three cents to four cents per gallon) was amended by the Committee from three cents to four cents per gallon this year and four cents to five cents per gallon next year. The Committee also amended the bill to dedicate the additional penny and one half increase of the two-cent increase to matching grants for FAA-eligible projects. He said this would help both State-owned and nonState-owned airports.

Carol Mitchell, Public Affairs Manager, handed the Commission the newly-published Oregon Highway Map. She mentioned the University of Oregon, Department of Geography, was contracted for computerized updates to the map. She also said new information has been added to the map, such as the new State law on seat belts. The cover picture, which shows bicyclists enjoying a ride on the Historic Columbia River Highway, was chosen in celebration of the 20th anniversary of the Bicycle Bill providing bikeways across Oregon and the 75th anniversary of the

dedication of the Historic Columbia River Highway. (Copy of map in Commission's files, Salem.)

Mr. Elliott told the Commission that the 150th Anniversary of the Oregon Trail would be celebrated in 1993. He mentioned that the Oregon Trails Advisory Council had suggested ways to coordinate a program for identifying, managing, and promoting the Oregon Trail for the benefit of Oregonians and visitors. He commented the Highway Division has been an active participant in this program in that Oregon Trail signs have been installed along I-84 at 58 different locations. There have been suggestions made by the Oregon Trail Advisory Council and the Coordinating Council for additional kiosks as well as rehabilitation of existing kiosks.

Mr. Elliott mentioned that funding for the specific projects for the Oregon Trail have not been finalized; however, House Bill 3285 would offer some potential resources. The bill proposes that an Oregon Trail license plate be an option to the graphic plate between January 2, 1992, and December 31, 1993. He said under consideration is the possibility of adding $1 to the sale of the plates to go to the Highway Division to pay for a portion of the identified projects. He stated he would keep the Commission informed of the progress of this bill.

John Rist asked for authority to extend the contract with Ball, Janik and Novack providing Federal representation on legislative matters in Washington, D.C., which will expire on June 30, 1991. He explained that the Surface Transportation Assistance Act of 1987 expires on September 30, 1991. He said it was important that the contract not expire on June 30, 1991, due to the fact the Department needs their professional services throughout the Congressional reauthorization process. In addition to extending the contract to December 30, 1991, the supplement would continue the current compensation of $7,000 per month and related non-salary costs by increasing the contract to $46,006 for a revised total of $169,456. He mentioned if Congress has not approved the reauthorization legislation by December 30, 1991, the supplement will extend the contract on a month-to-month basis, but not to exceed six months. Commissioner Breezley moved for approval. The motion carried unanimously and the Commission authorized the Director to sign the contract.

Dave Bishop, Transportation Plan Manager, reported that the development of the Policy Advisory Committee membership lists has undergone an extensive process including input from the Commission members. He said an attempt by staff has been made to balance the Committees as to diversity of transportation interests and backgrounds and geographically. He said the Committees that were originally envisioned to be six to eight people have now grown to 13 to 14 people, and other interest groups have asked to be added. He said the Committee meetings have been scheduled to begin April 22, and consultants have been hired. He asked the Commission if the membership should be adopted as currently presented and close membership, or should the Commission allow additional members and provide guidance to staff as to who and what categories of members should be added to the Committees.

dedication of the Historic Columbia River Highway. (Copy of map in Commission's files, Salem.)

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At the suggestion of Senator Joan Dukes, Mr. Bishop said Steve Bogart, Baker County Court, has been added to the Rural Access Policy Advisory Committee. He mentioned it has been suggested that the Director or someone from the Ports Division of the Economic Development Department be added. Commissioner Breezley felt that the members to the Committees should remain as selected and to pursue adding someone from Economic Development to the Freight Policy Committee. The Commission agreed with Commissioner Breezley's recommendation. (See list of members to Committees in Commission's files, Salem.)

At 8:45 a.m., Vice Chairman Whitty called for a five-minute recess.

Vice Chairman Whitty reconvened the meeting at 8:50 a.m.

Mr. Forbes recalled that in 1987 contracts with three consultants to perform as needed photogrammetric mapping services were approved. These contracts contained an option to renew for three one-year periods and the contracts have been renewed three times at $50,000 each per year. The contracts will expire on June 30, 1991. He said the State does not have the equipment or personnel to complete all the projects identified in the current Six-Year Highway Improvement Program by the due dates set by the Regions. The projected mapping requirements have identified the need to continue the contracts with two consultants. He requested authority to enter into two flexible service contracts for consultant services to provide aerial mapping and related services for the Six-Year Highway Improvement Program at a maximum of $50,000 each. The initial contract will be from July 1, 1991, to June 30, 1992, with an option to renew the contracts for three additional one-year periods at a cost not to exceed $50,000 each per year, for a total of $100,000 per year. Commissioner Breezley moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contracts.

Upon Mr. Forbes' recommendation, Commissioner Ford moved for approval and the motion carried unanimously by the Commission increasing project authorizations on the following contacts:

1) Contract No. 10,961, Brookman Road-Garland Road (Northbound) Section, Pacific Highway West (99W), Washington County, in the amount of $181,525.22 (14.46 percent increase).

2) Contract No. 10,889, Idaho State Line-Jordan Valley Section, I.O.N. Highway (US95), Malheur County, in the amount of $93,651.44 (6.8 percent increase).

Mr. Forbes requested continuing the Local Agency Bridge Inspection Program for two years in the amount of $3 million using State and Federal Funds and seeking consultant engineering firms to provide the majority of the service. He said it is anticipated that six consultant contacts and four local agency agreements will be needed. Commissioner Breezley moved for approval. The motion carried unanimously and the

Commission authorized the State Highway Engineer to sign the necessary contracts and agreements.

Mr. Forbes requested authority to cancel the Little Walla Walla Bridge No. 04766 on the Sunnyside-Umapine Highway in Umatilla County in the Construction Section of the 1991-96 Highway Improvement Program. He said Region 5 has requested the cancellation as the upgrading could be accomplished with maintenance forces, which would free the current program funds for another project. Commissioner Ford moved for approval. The motion carried unanimously by the Commission cancelling the project.

Mr. Forbes explained the Highway Division has an annual contract for $125,000 with the University of Oregon to provide archeological reconnaissance, site testing, and data recovery for the Federal-Aid Highway Program. He requested approval of a supplemental agreement to amend the annual contract to include funding for archeological data recovery at the Paquet Gulch Bridge Project in Wasco County and on the Steamboat Creek-Boulder Flat Project in Douglas County at a cost not to exceed $298,000. Commissioner Breezley moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the supplemental agreement.

Mr. Forbes requested authority to enter into a flexible services contract for the performance of preliminary assessments of known and suspected hazardous waste sites statewide. He said the maximum annual expenditure would not exceed $135,000 and would improve the ability to comply with existing environmental regulations. He commented the Division does not have the staff qualified to perform the assessments, sampling, testing, and design cleanup actions associated with hazardous materials. He said the contract would be for a two-year period and could be renewed at the end of the term. The consultant services would be requested as needed on a site-by-site basis. Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign contracts for a two-year period at a cost not to exceed $270,000.

Mr. Forbes requested approval to amend the interagency agreement with the Metropolitan Service District covering the Westside Light Rail Transit/Highway Project on the Sunset Highway and Highway 217 in Washington County. He said the amendment will increase Tri-Met's work scope and add $46,169 as compensation for the final environmental document. The additional compensation will bring the total contract amount to $336,869. Commissioner Breezley moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the supplemental agreement.

Mr. Forbes presented a request from the City of Eugene to consider a change in the regional boundaries. He said the basis for their request is that Eugene shares a stronger community interest with Salem and the North Willamette Valley than with the remainder of Region 3 and have asked that they be included in Region 2. He explained the Commission has the authority to change the regional boundaries and he outlined three options for their consideration:

1) Do nothing as the existing region boundaries have operated satisfactorily for a number of years.

2) Consider statewide all of the regional boundaries within the Highway Division and possibly the district boundaries.

3) As the Commission continues to look for a more integrated Department, direct the State Highway Engineer to study the Highway and Motor Vehicles Divisions boundaries.

If a more comprehensive study is performed, Commissioner Breezley said there should be a timeframe set so the Eugene request is not pending for an indefinite period. It was agreed that six months would be adequate for the primary study. The Commission agreed for the State Highway Engineer to conduct a statewide study of the Highway and Motor Vehicles Division regional boundaries and to report back within six months.

Bob Royer gave an update on the proposed 1991 Oregon Highway Plan. He recalled that the Plan was reviewed at several public meetings last year and a number of concerns were expressed at that time. The Commission also made several changes to the Plan in November.

Mr. Royer said consensus meetings have been held around the State with different groups expressing concern. At least one meeting was held in each Region and several were held in Region 1. He commented that the Plan received strong support, with one exception. He discussed the Plan exception from Judge White of Harney County, who expressed serious concerns about the Plan. He felt that changes to the Plan responded to the Judge's concerns.

Mr. Royer outlined the major changes in the Plan draft as follows:

1) Inclusion of policies on Level of Importance, Access Management, Access Oregon Highways, and Truck Load Restrictions.

2) Strategies to address the needs. These include statewide, rural, and urban area programs.

3) Expansion of the Statewide Highway system. Added were: US26, a section from Salem to ORE18, US20, 395 and others. (See map in Commission Services files, Salem.)

Brian Gregor gave a summary of the Statewide Planning Goals compatibility analysis in connection with the Highway Plan. The major points of his presentation are listed:

1) ODOT's certified State Agency Coordination Program (SAC) describes the procedures that ODOT will follow when developing and adopting the Highway Plan.

2) The purpose of the procedures are to insure that ODOT's adopted plans comply with the statewide planning goals and are compatible with acknowledged comprehensive plans.

3) Citizen involvement and land use planning (Goals 1 and 2) are addressed by ODOT's SAC Program. ODOT complies with these goals by following its SAC Program Procedures.

4) A number of statewide planning goals are addressed by the proposed Transportation Planning Rule. Since it is anticipated that the Rule will be adopted by LCDC prior to adoption of the Highway Plan, the Plan will have to comply with the Rule.

5) A number of the statewide planning goals do not apply to the Highway Plan because the general nature of the Highway Plan makes it impossible to identify how the goals would be affected.

6) A number of the statewide planning goals are not affected by the Highway Plan and it is unlikely that they would be affected by subsequent corridor or project planning as well.

(Written presentation by Mr. Gregor in Commission's files, Salem.)

Mr. Royer said if the Commission approves the draft, there will be a public review period and hearings held. (See written schedule in Commission's files, Salem.) He said it is planned to submit the Final Plan for approval at the May 21 Commission meeting.

Commissioner Breezley and Vice Chairman Whitty expressed satisfaction of the Plan.

The Commission approved the draft Plan and granted authority to submit the Plan for formal public review. (See draft Plan in Commission's files, Salem.)

Vice Chairman Whitty called a recess at 9:25 a.m.

At 10:07 a.m., Chairman Hollern reconvened the meeting.

Mr. Moomaw announced that he plans to retire at the end of the year. He said he felt a smooth transition is important and that it was appropriate for the new Director to appoint his successor in July. He also felt that a transition team would be effective over the next several months.

Mr. Moomaw outlined the challenges of the future for the new Administrator:

1) Replacement of data processing systems.

2) Coping with increased complexity of the business.

3) Need for more training and recruitment of employees to meet new mandates.

4) Management of growth and continue to provide good customer service with financial constraints.

5) Replace or upgrade the current DMV Headquarters Building.

Chairman Hollern said Mr. Moomaw could be proud of his service to the State. He mentioned that the Commission appreciates what he has done for them.

Mr. Bothman said the Transition Team composed of staff and himself will be working with the DMV management team on critical issues over the next few months. The emphasis areas for the Transition Team will be budget, legislature, and facilities. He stated that a national recruitment will be sent out soon with a selection occurring in June. It is planned that the new Director will be involved in the selection process of the new Administrator.

Ken Husby, Region 2 Engineer, recalled that last September the Commission received public comments regarding the Pacific Coast Parkway concept on US101. At that time, the Commission directed the staff to regroup the strategy for moving the project forward, work out the problems with businesses and the public, and provide adequate staff. He then told the Commission those directions were accomplished by the following:

1) Regions 2 and 3 have taken the lead in communicating with the communities about the parkway project. The Planning Section will develop the master plan and manage the efforts to secure Federal Funding.

2) One additional person was hired in the Planning Section and the Region Office has reorganized its staff.

3) Concentration was placed on improving the relationships with local communities by working with them in deciding what a parkway would look like in their city.

Mr. Husby said there have been several issues that have arisen regarding the project. They are:

1) Bypass vs. parkway.

2) The cost of relocating utilities or burying them and the associated costs.

3) Access management and removal of on-street parking.

Mr. Husby mentioned that discussions have been held with the Cities of Seaside, Lincoln City, Newport, and Waldport about development of parkway projects. The Cities that have submitted applications are Bandon, Coos Bay, Lincoln City, North Bend, and Reedsport/Winchester Bay.

June Carlson, Planning Section, began by saying the purpose of the parkway is to maximize the effectiveness of the highway, such as increasing safety, relieving congestion, and maximizing capacity. She told the Commission that the Selection Committee consisted of three Highway Division employees: Ken Husby, Jim Gix, and Cam Gilmour; Walter Johnson, Mayor, City of Seaside; and Rebecca Ruede, Florence Area Chamber of Commerce. Of the 13 selection criteria, the Selection Committee weighted more heavily criteria showing a need for the improvements, ability to construct in a timely manner, and visual enhancements. She described the process the Selection Committee used to make their recommendation. (Written report in Commission's files, Salem.)

Ms. Carlson said five cities submitted an application to be the location of the urban demonstration project as follows:

BANDON proposed a full parkway development in three "constructable" phases--- north, middle and south for a total of 2.9 miles. The project meets all 13 criteria. The City is able to contribute $3-400,000 to underground utilities and $100,000 toward local street construction. The City owns the electric power and has already invested $450,000 to underground utilities in the north section and portions of the middle section.

COOS BAY'S proposed project is 9/10th of a mile, starting at the north city limits of Coos Bay extending south to the start of the couplet. The proposal does not meet all the 13 criteria, either in amount of congestion or in proposing highway modifications that improve safety or capacity through access management or other highway modifications. The project is designed to improve visual qualities, primarily by undergrounding utilities and landscaping along the roadside. The community is able to contribute $40,000 towards rebuilding Sixth Avenue, a parallel street.

LINCOLN CITY proposed a project extending from the Inn at Spanish Head to the south city limits - 1.4 miles. This project incorporates all elements of parkway design standards. The community is able to contribute $500,000 to undergrounding or relocating utilities.

NORTH BEND proposes a beautification project from the McCullough Bridge through the developed portion of town for a length of 1.1 miles. The proposal is not based on traffic congestion, but incorporates the visual, aesthetic qualities of a parkway including undergrounding utilities and landscaping. The project widens travel lanes at the north end of the project, but does not alter accesses, parking, or turning movements. The community has no local resources to apply to the project.

REEDSPORT/WINCHESTER BAY jointly proposes parkway improvements in the north portion of Reedsport for .8 mile (the lower section between the two bridges), and .4 mile in the Winchester Bay area which is 3-1/2 miles south of Reedsport. Both projects delineate left turns with a center median, and incorporate the other parkway-type standards. Reedsport did not address the utilities. No local funds can be obligated for either of these segments.

(Continued on next page)

Ms. Carlson said the Selection Committee recommends locating urban demonstration projects in both Lincoln City and Bandon as follows:

Bandon: The Committee recommends advancing the north phase, which is 1.2 miles with a cost estimate of $4 million.

Within the north phase, utilities are currently underground (a previous investment of $450,000 made by the City which owns the electric utility). The City is able to invest an additional $100,000 in local street improvements. The project includes parkway-type standards (2 lanes of travel in either direction), a center median with designated left turns and refuges, right turns consolidated where possible, intersections improved for safety, bike lanes, pedestrian facilities, and landscaping. The project has the support of the community.

A concern associated with this project was the existing need for highway improvements which is not so extreme as in other communities. The project does incorporate an intersection improvement at 101/42S which was previously postponed in the Six-Year Highway Improvement Program, because insufficient funds had been allocated to adequately address the problem.

Lincoln City: The Committee recommends advancing a one-mile portion extending from Spanish Head to and including replacement of Schooner Creek Bridge at a cost of $3.5 million plus utility work. Removal of parking will be accommodated by increasing off-street parking through shared financial contributions from local and State sources.

The concern associated with this project centers on the need for and the cost of relocating or undergrounding utilities. The City is able to assure repayment of a $500,000 no-interest loan from the State. Three scenarios were identified to address the utilities as follows:

1) Estimate $2 million - underground utilities the entire length of the project.

2) Estimate $1.6 million - relocates utilities to a parallel route.

3) Estimate $900,000 - locates overhead distribution lines on one side of the highway and places all street crossings underground.

Ms. Carlson reported that the Committee did not form a recommendation regarding these alternatives for utilities.

Mr. D. Hershey, President of the Bay Area Merchants Association from Lincoln City, spoke in support of the project in Lincoln City. He told how the City was a depressed area and it was hoped that the parkway would help the economy. He mentioned that the Chamber of Commerce and

the City are also on record in support of the project. Richard Ullian, City Planner, showed a picture of the proposed area on the Siletz Bay.

Mayor Jim Cawdrey of Bandon thanked the Selection Committee for recommending Bandon as the location of the parkway project. He mentioned the support for the project and presented letters from the Chamber of Commerce, Port, Rogge Lumber, and several individual citizens. (Letters in Commission's files, Salem.)

Ben McMakin, City Manager of Bandon, said Phases 1 and 2 of the proposal would eliminate the hazardous intersection at Highway 101 and Highway 42. He told how this project would improve the safety for local residents, visitors, and through traffic. He felt it was a proposal to reorient local traffic away from US101. He said it would be a new transportation system that de-emphasizes 101 as the major local arterial in town. (See letter in Commission's files, Salem.)

Tom Owczarzak, a business owner and resident in Lincoln City, expressed there is strong support for a bypass of Lincoln City. He said one of the major traffic flow problems in Lincoln City is the fact that the highway goes from four lane to two lane to four lane four times through the City. It is his understanding that the parkway would not diminish the importance of the development of those bottlenecks into a more effective movement of traffic through Lincoln City. He asked that the Commission continue to encourage public interaction with their decisions in the highway planning. He expressed his concern that the parkway project would preclude further development of the bypass plan or development of a method of streamlining traffic through Lincoln City.

There was discussion concerning utility undergrounding or relocation. Chairman Hollern clarified, if a policy was established for these demonstration projects only, that the State would pay half of the cost of undergrounding utilities, with the local, public, or private sources paying the remainder, and if it were a loan, it would have to be an interest loan, not an interest-free loan.

Commissioner Breezley said of the three scenarios identified to address the utilities for the Lincoln City Project, he felt that Scenario #3 (estimate of $900,000) could not be acceptable as it does not meet the criteria previously approved by the Commission.

Upon Vice Chairman Whitty's motion, the Commission unanimously took the following actions:

1) Approved the urban demonstration project for the Pacific Coast Parkway at an estimated $3.5 million in Lincoln City and in Bandon at an estimated $4 million. Total estimated cost of $7 1/2 million.

(Continued on next page)

2) Approved paying one-half the cost of undergrounding or relocating the utilities on urban demonstration projects, with the remaining one-half of the cost from the local community or private sources. (This action was with the understanding that the concept was approved for a $500,000 loan with interest to Lincoln City.)

3) Conditioned their approval that funds for these two demonstration projects will not be taken from any other identified project currently in the Six-Year Program on US101.

Ron Schaadt briefed the Commission on the Transportation Planning Rule. He said ODOT and the Department of Land Conservation and Development have been working on transportation and land use issues for a number of years but the interest has increased in recent years. He explained that the issues regarding how the statewide planning goals apply to the siting of new highway projects prompted ODOT to request that DLCD initiate rulemaking. ODOT and DLCD have worked out a program to coordinate rulemaking with the development of the State Agency Coordination Program. He highlighted what the Transportation Planning Rule does as follows:

1) The rule requires that MPO's, cities and counties prepare transportation plans over the next five years. Transportation policies can be reflected in local plans.

2) The rule assures that regional and local transportation plans are multimodal.

3) The rule assures that local plans act in harmony with ODOT's transportation plans.

4) The rule coordinates local government and transit district planning; this brings transit districts fully into the transportation planning process.

5) The rule supports ODOT's efforts for demand management programs.

6) The rule coordinated transportation planning and project development processes with the environmental impact review process under NEPA.

(Continued on next page)

7) The rule requires local zoning and subdivision ordinances to include a number of provisions that will greatly improve coordination of land use and transportation.

8) The rule provides guidance on how major projects in rural areas are affected by the statewide planning goals.

9) The rule directs transportation planning to be more multimodal and to coordinate better with land use.

The comments from Bill Blosser, Chairman of the Land Conservation and Development Commission, are summarized as follows:

1) The rule requires transportation plans to plan for a transportation system that is adequate to serve the land uses identified in the comprehensive plan.

2) The rule requires that amendments to comprehensive plans which affect transportation facilities be consistent with the function, capacity and level of service of the affected facilities.

3) The vehicle miles traveled goal is a major step in addressing auto-dependency that has been built in the assumptions of comprehensive plans.

4) The proposed rule does a number of other things to support alternatives to automobile travel in cities.

(Written presentation in Commission's files, Salem.) No action was required of the Commission.

Lewis McArthur, Chairman of the Historic Columbia River Highway Advisory Committee, reported that the Ford Motor Company has donated $65,000 toward the 75th Anniversary of the Historic Columbia River Highway to be used to heighten the awareness of the unique qualities of the Gorge and to record the history of the highway. The funds will be spent for a new tour map, a video presentation of the history of the highway, and a traveling touring display. He mentioned the rededication ceremonies will be on June 14, 15, and 16, 1991. He also brought the Commission up-to-date on the activities in progress in the Gorge.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 11:45 a.m.

At 12 noon, the Oregon Transportation Commission had lunch in the Multnomah Room of the Jantzen Beach Red Lion Inn in Portland with the Washington Transportation Commission. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

OREGON
Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Tony Lewis, Assistant Director for Finance
John Elliott, Assistant Director for Strategic Planning and Communications
Donald E. Forbes, State Highway Engineer
Don Adams, Region 1 Engineer
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Al Steger, Federal Highway Administration
Fran Neavoll, Commission Services

WASHINGTON
Albert D. Rosellini, Chair
Jim Henning, Vice Chair
Robert Higgins, Member
Norm McKibben, Member
Bernice Stern, Member
Leo Sweeney, Member
Alice Tawresey, Member
Anna Peterson, Administrator - Commission
Barry Morehead, Division Administrator, Federal Highway Administration
Renee Montgelas, Special Assistant for Policy, Governor Gardner's Office
Jim Buss, Assistant Secretary for Operations
Jim Clemen, Assistant Secretary, Finance and Budget Management
Denny Ingham, Assistant Secretary, Program Development
Jim Toohey, Assistant Secretary of Planning, Research and Public Transportation
Harold Parker, Assistant Secretary, Marine Transportation
Duane Berentson, Secretary of Transportation
Ed Ferguson, Deputy Secretary of Transportation
Gary Demich, Administrator, District 4

There were other staff persons present.

Following lunch, Don Byard briefed the Washington Transportation Commission on the US101 Study. He told them that the Oregon Commission authorized the Parkway Concept Study in 1988 to tie US101 together, to make it different than any other highway in the State, and to make improvements that would enhance and be compatible with the scenic environment. He outlined how data was gathered and public meetings were held. He also discussed the strategy development process.

Matt Spangler, Lincoln County Planning Director, gave the local perspective of a suburban style parkway demonstration project under construction at the present time (Lincoln Beach-Fogarty Creek Section on US101). He said he felt the project will move traffic better through this particular area with the access control and in a more aesthetic manner.

Mr. Byard said there is a rural-style demonstration project scheduled for 1994 north of Coos Bay and the Oregon Transportation Commission this morning approved urban-style demonstration projects in Lincoln City and Bandon.

In additional to the demonstration projects, Mr. Byard commented several other documents have been prepared, such as the Pacific Coast Scenic Parkway Design Guidelines, Highway 101 Access Study, and a Visual Management Study. Nationally, he said a Scenic Byways Study has been printed. He presented the Washington Commission with a document entitled Pacific Coast Scenic Parkway - A Vision for the Future. (Copy in Commission's files, Salem.)

June Carlson of the Planning Section gave a summary of a proactive planning study for this corridor in Oregon. She said the Corridor Study for the Pacific Coast Highway represents a 350-mile stretch of planning for the roadway, adjacent land uses, secondary transportation systems, economic influences, and environmental concern. The study will address the diversity of users that depend on the highway, commercial truckers, forest and fishing industries, tourists, other through traffic, and the local traffic. She closed by saying some of the issues that will be studied are multimodal analysis, economic analysis, land use relationships, access management, visual resource management assessment, structural and capacity bridge review, scenic loop analysis, corridor and environmental assessments, bypass reconnaissance, signing systems, scenic highway designs, and bicycle interests. She stressed the need and priority of public information and participation in the plan development.

Mr. Byard showed a video tape that was prepared to present to the Congressional delegation in Washington, D.C., concerning the Coastal Parkway.

In closing, Mr. Byard thanked the Washington Commission and staff for their support of the parkway concept along the Pacific Coast.

The luncheon adjourned at 1:25 p.m.

At 1:30 p.m., the Transportation Commission held a joint meeting with the Washington Transportation Commission in the Clark Room of the Jantzen Beach Red Lion Inn, Portland. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

OREGON
Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
Tony Lewis, Assistant Director for Finance
John Elliott, Assistant Director for Strategic Planning and Communications
Donald E. Forbes, State Highway Engineer
Don Adams, Region 1 Engineer
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Al Steger, Federal Highway Administration
Fran Neavoll, Commission Services

WASHINGTON
Albert D. Rosellini, Chair
Jim Henning, Vice Chair
Robert Higgins, Member
Norm McKibben, Member
Bernice Stern, Member
Leo Sweeney, Member
Alice Tawresey, Member
Anna Peterson, Administrator - Commission
Barry Morehead, Division Administrator, Federal Highway Administration
Renee Montgelas, Special Assistant for Policy, Governor Gardner's Office
Jim Buss, Assistant Secretary for Operations
Jim Clemen, Assistant Secretary, Finance and Budget Management
Denny Ingham, Assistant Secretary, Program Development
Jim Toohey, Assistant Secretary of Planning, Research and Public Transportation
Harold Parker, Assistant Secretary, Marine Transportation
Duane Berentson, Secretary of Transportation
Ed Ferguson, Deputy Secretary of Transportation
Gary Demich, Administrator, District 4

Andy Cotugno, Transportation Director of the Metropolitan Service District, gave a report on the light rail planning in the metropolitan area. He handed the two Commissions a map depicting the results of the vote last November to approve a property tax base bond measure to fund the local match on the Westside Light Rail and to begin work on the next corridor to the southeast into Clackamas County. (Copy in Commission's files, Salem.) He mentioned that 74 percent voted in favor of the

measure. He outlined on the map the route of the proposed Westside Light Rail Project, which extends MAX west into Washington County. He mentioned that the amendment to the funding contract will allow for the future extension of the project to Hillsboro.

Mr. Cotugno commented that the next project will be to begin work on extending the route into Clackamas County or referred to as the Milwaukie Corridor. He outlined the two proposed routes. He mentioned that the bond measure included "seed money" in the amount of $15 million for the necessary project design and purchase of key rights of way.

Mr. Cotugno said he is working with the State of Washington for future extensions of light rail into Clark County.

Dean Lookingbill, Transportation Manager for Clark County Intergovernmental Resource Center, described their high capacity transit studies which have been underway since September 1989.

Through visual aides, Mr. Lookingbill discussed the Bi-State Transportation Study, I-205 Light Rail Transit Retrofit Study, and the Internal Clark County Transportation Study as follows:

Bi-State Transportation Study:

A joint study with the Metropolitan Service District concerning the I-5 and I-205 Corridors addresses the adequacy of the existing regional transportation improvement strategies, economic issues and accessibility across the Columbia River.

The issues and findings were outlined as:

1) I-5 Bridge is congested now.

2) I-5 Bridge extreme level of congestion forecasted.

3) I-205 Bridge is operating at good level of service now.

4) I-205 Bridge will reach capacity by the year 2010.

I-205 Light Rail Transit Retrofit Study:

This study covers the structure of the bridge, engineering and geometrically issues.

The issues and findings show that:

1) The bridge structure can support light rail transit.

2) Transitway (light rail or busway) is geometrically feasible.

(Continued on next page)

3) I-205 gateway transit center serves as Clark County transfer operation.

Internal Clark County Study Corridors:

1) I-5 Corridor extending north

2) I-205 Corridor

3) Cross County Corridor

Proposed Light Rail Transit Corridors:

1) I-5 Corridor

2) I-205 Corridor

3) Cross County Connection.

Mr. Lookingbill outlined the study schedule as follows:

September 1991	Current systems planning studies.
January 1992	Intrastate pre-alternative analysis.
January 1993	Initiate alternative analysis on primary corridor.
June 1994	Initiate preliminary engineering and final environmental impact statement.

Gary Demich, Administrator, District 4, discussed Washington's concern with the draft management plan administered by the Columbia Gorge Commission as to the impacts on the transportation system, both I-84 and Highway 14. He said one of the goals of the legislation has been identified without prioritization as to preservation of existing scenic areas, increased river access and recreation opportunities, and economic development. He said the Department feels that transportation issues should be addressed more directly in the management plan, and the Gorge has been asked to consider these concerns in the redraft of the plan.

Gayle Rothrock, Columbia Gorge Commissioner, said in the redraft there is significant mention of transportation improvements in the recreation section and in the economic section. She mentioned there is an appendix on signage improvements to help the traveling public.

Andy Cotugno, Metropolitan Service District, gave the Commissions a synopsis of the requirements of the Clean Air Act of 1990 as follows: (Handout in Commission's files, Salem.)

1) Areas will be classified according to severity of air pollution problem.

2) Mandatory programs required to be implemented according to severity of the area's air pollution problem due to ozone and carbon monoxide.

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3) Failure to meet attainment schedule causes slippage to the next highest classification of severity with additional mandatory requirements.

4) Upon attaining standards, an area can petition for designation as an attainment area and must submit a plan defining how standards will be maintained over time.

5) Annual Transportation Improvement Program must be evaluated for conformity with air quality standards.

6) Sanctions imposed due to failure to submit any required submission or failure to implement any part of the Plan.

7) EPA can withhold highway funding from the jurisdiction failing to act; improvements that are for safety, rehabilitation or beneficial to air quality are exempt.

8) The Oregon Legislature is considering a bill to implement $25 per ton of emission imposed on industry and to extend it to other than industrial sources, including slash burning, wood stoves, field burning, and automobiles.

Mr. Cotugno closed by saying additional actions will be required in the Portland metropolitan area to maintain standards after attainment, to avoid slippage into a more severe category and to accommodate future growth. He said interstate coordination of control measures is essential.

Gary Demich told of a high speed rail study being proposed in the Legislature in Washington. He explained that high speed is 240 plus miles per hour. He anticipated the study would be funded $500,000 Federal and $1,000,000 State Funds by private consultants and WDOT. He outlined the issues that the study should consider as follows:

1) Corridor and end points
   a) Portland or Vancouver to Seattle or Vancouver, BC
   b) Seattle to Moses Lake
   c) North-south corridor in Eastern Washington
   d) Connections to other high capacity transit systems

2) Capital and operating costs
   a) Rights of way
   b) Station areas and parking lots
   c) Maintenance of facilities

(Continued on next page)

3) Public vs. private ownership
   a) Plan, design, construct, operate
   b) Incentives for private
   c) Public right of way
   d) Development rights around stations
   e) Possible operating subsidy

4) Airport congestion relief
   a) Sea Tac is near capacity
   b) Up to 25% air traffic between Portland and Seattle
   c) Faster, more convenient access from downtown to downtown
   d) Could unload up to one-eighth of flights at Sea Tac

5) Land use implications
   a) Business concentrated in cities
   b) Stops commercial sprawl down I-5

In closing, Mr. Demich said the results of the study should answer the following questions:

1) Is it feasible to do high speed rail?
2) Should it be high speed rail?
3) Where should it go and stop?
4) Where do you put stations?
5) What land use will it support?

Commissioner Breezley left the work session at 2:35 p.m., due to a conflict in his business schedule.

Mike Wert, Region 1 Project Development Manager, described the status of the Western Bypass. She recalled that in 1987 it was identified there was a need for a western bypass to relieve congestion on Highway 217 and other roads in Washington County. She mentioned this study would explore a range of solutions to north-south and circumferential transportation problems in the southwest Portland metropolitan area. The specific study area extends from Highway 26 on the north to I-5 and 217 on the east, to the Willamette River on the south and to Highway 219 on the west. The study is also being conducted according to the National Environmental Policy Act requirements. She mentioned by the year 2010 it is expected about a 60 percent increase in population growth, with employment growing by 73 percent.

Ms. Wert reported that the study is considering possible solutions, including improvements to existing streets and highways, a western bypass, alternatives to a bypass, new or expanded transit systems, and measures to reduce traffic or combinations of these. She reviewed the process outline chart. (Copy in Commission's files, Salem.)

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Ms. Wert explained that meetings are being held with the Citizens Advisory Committee, Technical Advisory Committee, and a wide variety of public interest groups. She mentioned that 1000 Friends have hired a consultant team to develop a land use/air quality alternative to the bypass. She said they are coordinating base data and scheduling with them to facilitate comparison of alternatives if that becomes necessary.

Mr. Adams said that the report on demand management would not be discussed.

The joint meeting adjourned at 2:50 p.m.

At 3 p.m., the Oregon and Washington Transportation Commissions and staff, via bus, toured the proposed Westside Corridor Project, improvements to the Sunset Highway and Highway 217, viewed the downtown transit mall, Beaverton Transit Center, and rode MAX from downtown Portland to the Lloyd Center Red Lion. The tour was conducted by Ron Higbee of Tri-Met. (See written handout in Commission's files, Salem.) The tour concluded at 5 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Joan Heavoll
Commission Services

Roger L. Breezley, Commissioner

EXHIBIT A

MINUTES OF 4/17/91

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 **Project:** *Siskiyou Boulevard at Wightman Street (Ashland) Section*

Type of Work: *Traffic Signals* Contract No. 11,023
F. A. No.: *State*

County: *Jackson* **Highway:** *Rogue Valley (OR 99)*

No. of Bidders: 4 **Low Bidder:** *Sims Electric, a Division of Pacific Electrical Contractors, Inc., Medford, OR*

Low Bid: $ 95,504.04

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*Marca Electric Inc., Coquille, OR*	$ 104,325.10
3rd Bidder:	*Schoolhouse R Electrical Construction, Ashland, OR*	$ 111,260.00

No. 2 **Project:** *E. Main Street at S. 6th Street (Klamath Falls) Section*

Type of Work: *Traffic Signals* Contract No. 11,024
F. A. No.: *State*

County: *Klamath* **Highway:** *Klamath Falls-Lakeview (OR 140)*

No. of Bidders: 4 **Low Bidder:** *Marca Electric Inc., Coquille, OR*

Low Bid: $ 77,587.00

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*Sims Electric, a Division of Pacific Electrical Contractors, Inc., Medford, OR*	$ 84,741.32
3rd Bidder:	*Schoolhouse R Electrical Construction, Ashland, OR*	$ 92,454.00

No. 3 **Project:** *Rome Rock Production Project*

Type of Work: *Rock Production* Contract No. 11,025
F. A. No.: *State*

County: *Malheur* **Highway:** *I. O. N. (US 95)*

No. of Bidders: 3 **Low Bidder:** *Portable Rock Production Co., Inc., Eugene, OR*

Low Bid: $ 79,660.00

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*Harney Rock and Paving Company, Hines, OR*	$ 94,540.00
3rd Bidder:	*Eucon Corporation dba Eucon Corporation of Idaho, Camas, WA*	$ 100,000.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
MAR 7 1991
Date _____

EXHIBIT A

MINUTES OF 4/17/91

No. 4 **Project:** *Elgin Rock Production Project* Contract No. 11,026

Type of Work: *Rock Production* **F. A. No.:** *State*

County: *Union* **Highway:** *Weston-Elgin (OR 204)*

No. of Bidders: *6* **Low Bidder:** *Palouse Asphalt Paving Co., Inc., Spokane, WA*

Low Bid: *$ 134,500.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Hatley Construction, Inc., Pilot Rock, OR*	$	*141,875.00*
3rd Bidder: *Scubert Excavators, Inc., Cottonwood, ID*	$	*151,775.00*

No. 5 **Project:** *S. 10th and Main Streets at O. P. & E. (Cottage Grove) Section* Contract No. 11,027

Type of Work: *Grading, Paving, Trackwork and Water Main* **F. A. No.:** *RRP-M-000S(89)*

County: *Lane* **Highway:** *South 10th Street*

No. of Bidders: *5* **Low Bidder:** *Salm Construction Company, Kent, WA*

Low Bid: *$ 269,051.41*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Cottage Grove and receipt of deposit by the City.*

2nd Bidder: *Dice Construction, Inc., Bend, OR*	$	*331,641.56*
3rd Bidder: *Wildish Paving Co., Eugene, OR*	$	*345,221.00*

No. 6 **Project:** *Carlton-Pacific Highway West Section* Contract No. 11,028

Type of Work: *Overlay* **F. A. No.:** *State*

County: *Yamhill* **Highway:** *Tualatin Valley (OR 47)*

No. of Bidders: *6* **Low Bidder:** *Rowell & Wickersham Contractors, Inc., McMinnville, OR*

Low Bid: *$ 324,775.50*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Roy L. Houck Construction, Salem, OR*	$	*330,591.00*
3rd Bidder: *Riverbend Sand & Gravel Co., dba Salem Road & Driveway, Salem, OR*	$	*352,245.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date MAR 7 1991

A

MINUTES OF 4/17/91

No. 7 Project: *Grass Valley-Wilcox Road Section*

Contract No. 11,029

Type of Work: *Recycle and Paving* F. A. No.: *State*

County: *Sherman* Highway: *Sherman (US 97)*

No. of Bidders: *6* Low Bidder: *Angell Asphalt & Aggregate Inc., Coos Bay, OR*

Low Bid: *$ 620,667.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* $ *627,362.50*
3rd Bidder: *R. L. Coats, Bend, OR* $ *658,700.00*

No. 8 Project: *District 1 Overlay Projects*

Contract No. 11,030

Type of Work: *Paving* F. A. No.: *State*

County: *Tillamook* Highway: *Oregon Coast (US 101)*

No. of Bidders: *2* Low Bidder: *Bayview Transit Mix, Inc., Seaside, OR*

Low Bid: *$ 497,698.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Roy L. Houck Construction Company, Salem, OR* $ *639,602.50*
3rd Bidder: *None*

No. 9 Project: *Forest Boundary-Imnaha River Bridge Section*

Contract No. 11,031

Type of Work: *Overlay* F. A. No.: *State*

County: *Wallowa* Highway: *Little Sheep Creek*

No. of Bidders: *5* Low Bidder: *Oregon Asphaltic Paving Co., Inc., Portland, OR*

Low Bid: *$ 849,870.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Roy L. Houck Construction Company, Salem, OR* $ *912,102.50*
3rd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* $ *938,620.00*

APPROVED BY CHAIRMAN
MICHAEL P. ROLLER
MAR 7 1991
Date _____

A

MINUTES OF 4/17/91

No. 10 Project: *Weiser Junction-Malheur River Bridge Section*

Contract No. 11,032

Type of Work: *Recycle, Overlay and Chip Seal* F. A. No.: *State*

County: *Malheur* Highway: *Olds Ferry-Ontario (OR 201)*

No. of Bidders: *4* Low Bidder: *Western Construction, Inc., Boise, ID*

Low Bid: *$ 1,117,205.85*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Angell Asphalt & Aggregate Inc., Coos Bay, OR* $ *1,182,037.35*
3rd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* $ *1,261,086.75*

No. 11 Project: *S.W. 165th Avenue (Beaverton)-S.E. 21st Avenue (Hillsboro) Section*

Contract No. 11,033

Type of Work: *Grading, Paving and Signals* F. A. No.: *F-32(24)*

County: *Washington* Highway: *Tualatin Valley (OR 8)*

No. of Bidders: *5* Low Bidder: *Baker Rock Crushing Co., Beaverton, OR*

Low Bid: *$ 1,849,630.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Wildish Standard Paving Co., Eugene, OR* $ *2,027,545.50*
3rd Bidder: *Morse Bros., Inc., Lebanon, OR* $ *2,040,049.00*

On March 7, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on February 28, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 5 and 11 if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 20TH day of March, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

1) On March 5, 1991, signed an agreement with the Port of Hood River for construction of the Odell Highway Intersection with A.G.A. Road. The cost is not to exceed $43,000. (Transportation Commission approved November 13, 1990.)

Dated this 29th day of March, 1991.

Robert N. Bothman
Director of Transportation

March 27, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following action was taken:

1) On March 15, 1991, approved an intergovernmental service agreement with Chemeketa Community College for the following courses at a total cost not to exceed $6,750:

Conducting Effective Interviews
September 17, 1991

Conducting Effective Meetings
September 25, 1991

Preparing to be Interviewed
October 1, 1991

Mid-Level Management
October 21-25, 1991

Presentation Skills
November 12 & 19, 1991

Dated this 1st day of April, 1991

Judy Gregory
Assistant Director for Administration

March 27, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Strategic Planning and Communications (Subdelegation Order No. DIR-8), the following action was taken:

1) On February 25, 1991, approved Supplement No. 2 to a personal service contract with Preston, Thorgrimson, Shidler, Gates and Ellis for the development of a transportation planning rule, which extends the completion date to April 30, 1991.

Dated this 27th day of March, 1991

John Elliott
Assistant Director for Strategic Planning and Communications

March 27, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On February 21, 1991, approved an agreement with the City of Springfield for construction of the Aspen Street-Mill Street Section of the Centennial Boulevard Bikeway. (Transportation Commission approved November 13, 1990, as part of the FY 1992 Bikeway Program. William Anhorn signed for the State Highway Engineer.)

2) On February 21, 1991, signed a personal service contract with CH2M Hill NW for environmental assessment on the Eddyville-Cline Mountain Project on the Corvallis-Newport Highway in Lincoln County. This contract is effective February 21, 1991, to June 1, 1993, at a cost of $396,166. (Approved by Transportation Commission September 19, 1989. William Anhorn signed for State Highway Engineer.)

3) On February 21, 1991, signed a personal service contract with JRH Transportation Engineering for preparation of permanent signing and traffic signal design effective February 21, 1991, to January 31, 1992, at a cost not to exceed $50,000. (Transportation Commission approved April 17, 1990. William Anhorn signed for State Highway Engineer.)

4) On February 25, 1991, approved an increase in project authorization in the amount of $247,955 (5% increase) on the Pelton Dam-Rim Rock Ranch Section of The Dalles-California and Warm Springs Highways in Jefferson County (Contract No. 10,840).

5) On February 27, 1991, signed an agreement with the City of Cottage Grove for preparation of the Cottage Grove Bicycle Master Plan, with cost not to exceed $5,000. (Transportation Commission approved November 13, 1990, as part of the FY 1992 Bikeway Program.)

6) On February 28, 1991, signed Supplement No. 1 to a personal service contract with Howard Needles Tammen & Bergendoff for public involvement services on the I-5 at Highway 217/Kruse Way Interchange in Washington and Clackamas Counties. This supplement covers additional alternative studies and increases the contract by $33,463 for a new total not to exceed $68,463. (Transportation Commission approved supplement on June 19, 1990. Contract signed by William Anhorn for State Highway Engineer.)

7) On February 28, 1991, approved Supplement No. 1 to a personal service contract with Mayer/Reed for landscape architectural services on a flexible basis. This supplement revises the consultant's hourly wage rates for 1991. (Transportation Commission approved original contract February 20, 1990. Supplement signed by William Anhorn for State Highway Engineer.)

8) On March 1, 1991, signed an agreement with the City of Keizer for the Nottingham Drive-River Road Section of the Wheatland Ferry Road Bikeway. The State will fund 80 percent of the project costs up to a maximum of $50,000. (Transportation Commission approved on November 13, 1990, as part of the 1992 Bikeway Program. William Anhorn signed for State Highway Engineer.)

9) On March 1, 1991, signed an agreement with the City of Redmond for the Redmond Bicycle Master Plan. The State will fund approximately 50 percent of the cost up to a maximum of $5,000. (Transportation Commission approved November 13, 1990, as part of the 1992 Bikeway Program. William Anhorn signed for State Highway Engineer.)

10) On March 8, 1991, signed an agreement with the City of Redmond and Deschutes County to construct the Redmond-Bend (North Unit) Section of The Dalles-California Highway. (Transportation Commission approved July 17, 1990, as part of Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

11) On March 6, 1991, approved emergency repair for a major slide which occurred on March 5, 1991, near M.P. 19 on the Coos River Highway in Coos County. Estimated cost is $75,000.

The slide blocked the only all-weather access for residents living beyond M.P. 19. Due to the need to provide for emergency service access to the area and allow for expedient reopening of the highway for public use, an emergency was declared to exist.

Due to the emergency nature of the situation, time was not available to formally obtain bids.

On March 13, 1991, the estimated cost was revised to $125,000 because of the need to blast large unstable rock slabs exposed by the slide.

12) On March 14, 1991, signed an agreement with City of Astoria for preparation of the Astoria Bicycle Master Plan. (Transportation Commission approved November 13, 1990, as part of the FY 1992 Bikeway Program. William Anhorn signed for the State Highway Engineer.)

13) On March 19, 1991, signed an agreement with the City of Tangent pertaining to public street access and an underpass which are being constructed as part of the Lake Creek-Pacific Highway Section of the Corvallis-Lebanon Highway. (Transportation Commission approved on August 16, 1988, as part of the Six-Year Highway Improvement Program. The additional work related to the underpass was approved by the Commission on February 19, 1991. Agreement signed by William Anhorn for State Highway Engineer.)

Dated this 28TH day of MARCH, 1991

(William Anhorn
for Donald E. Forbes, State Highway Engineer

March 26, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on South Tenth and Main Streets at O.P. & E. in Cottage Grove, Lane County. Bids received February 28, 1991. Contract No. 11,027 awarded on March 12, 1991, to Salm Construction Company., Kent, Washington, at $269,051.41.

2) Work on the S.W. 165th Avenue (Beaverton)-S.E. 21st Avenue (Hillsboro) Section of the Tualatin Valley Highway in Washington County. Bids received February 28, 1991. Contract No. 11,033 awarded on March 12, 1991, to Baker Rock Crushing Co., Beaverton, at $1,840,630.00.

Dated this 28TH day of MARCH, 1991

for Donald E. Forbes, State Highway Engineer

March 27, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On March 6, 1991, signed an agreement with the City of Prineville covering exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

2) On March 7, 1991, signed an agreement with the City of Medford for preliminary engineering design on Stewart Avenue from the westerly city limits to Newtown Street. (Project part of Six-Year Highway Improvement Program approved on January 24, 1991.)

3) On March 12, 1991, signed an agreement with Lake County covering exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

4) On March 13, 1991, signed an agreement with City of Bend covering exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

Dated this 29th day of March, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

March 27, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
HBR-C Projects					
Menasha (Jordan Cove) BR Coos County	1,757,000.00	1,405,600.00	175,700.00	175,500.00	2/14/91
Halls Cr (Arago Junction) Br Coos County	237,500.00	190,000.00	23,750.00	23,750.00	2/14/91
Myrtle Cr (Culver) Br Coos County	319,000.00	255,000.00	32,000.00	32,000.00	2/14/91
Bear Cr (Main St.) Br. City of Medford	1,330,000.00	1,064,000.00	133,000.00	133,000.00	2/14/91
N. Fk. Nehalem (McDonald) Br Tillamook County	996,000.00	796,800.00	99,600.00	99,600.00	2/14/91
FAU Project					
WCL-Newton Street Stewart Avenue City of Medford	Project downscoped to eliminate work on 3/18/91 Columbus Avenue, and advanced in the Six Year Highway Improvement Program as a Development Project through Right-of-Way Acquisition.				

Cam Gilmour

Cam Gilmour, Manager
Program Section

3/28/91
Date

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

AIRPORT WAY-CAIRO JUNCTION SECTION OF THE OLDS FERRY-ONTARIO HWY

6042038 - Anthony & Sally Gonzales	Offer:	$700.00

AURORA STATE AIRPORT

6002001 - George Jacobsen et al	Offer:	$106,000.00
6002002 - DuWayne A. Donnelly		$ 13,000.00
6002003 - DuWayne A. Donnelly et ux		$ 8,400.00
6002004 - Loraine E. Donnelly		$ 10,550.00
6002005 - Richard P. Jenks, et al		$ 30,600.00

CENTRAL POINT INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

58275 - Melrose Orchards, Inc.	Offer:	$58,500.00

CRATER LAKE BOUNDARY-FORT KLAMATH SECTION OF THE CRATER LAKE HWY

6068010 - Harris Farms, Inc.	Offer:	$5,200.00
6068013 - LMJ Cattle Co.		$3,250.00
6068014 - Walter L. Meshke		$1,910.00
6068017 - Charles Roger Nicholson		$ 455.00

MARY'S RIVER-KIGER ISLAND DR. SECTION OF THE PACIFIC HIGHWAY WEST

6044020 - Pacificorp	Offer:	$2,400.00
6044095 - Raymond R. Woods et ux		$6,525.00

MILL CITY-GATES SECTION OF THE NORTH SANTIAM HIGHWAY

6075006 - Gerald Batchelor	Offer:	$2,450.00
6075013 - Herbert G. Hampton et ux		$ 100.00

N.E. PORTLAND HWY @ N.E. 181ST. AVE., N.E. PORTLAND HIGHWAY

6081002 - Richard and Esther B. Bottaro	Offer:	$19,560.00

EXHIBIT G
MINUTES OF 4/17/91

REDMOND - BEND (NORTH UNIT) SECTION OF THE DALLES-CALIFORNIA HWY

6032026 - Martel J. Fisher, Jr.	Offer:	$29,150.00
6032033 - Evelyn Norwood		$24,100.00

TERREBONNE-O'NEIL JCT. SECTION OF THE DALLES-CALIFORNIA HIGHWAY

6054010 - Donald D. Young	Offer:	$6,750.00
6054013 - Fern Young		$1,750.00
6054031 - Donald D. Young et ux		$1,900.00

TERWILLIGER BLVD. INTCHGE SECTION OF THE PACIFIC HIGHWAY

6026006 - Ross A. Lisle	Offer:	$12,250.00

Dated this 29th day of March, 1991

LOU SCHWAB, Asst. Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On February 27, 1991, approved an agreement with Douglas County for an all terrain vehicle project to furnish snow patrol for the Diamond Lake Area. Effective November 1, 1990, to July 1, 1991. Cost: $5,000 from ATV Account.

2) On February 27, 1991, approved an agreement with Lobos MC Inc. for an all terrain vehicle project to install China Hat Area cattleguards. Effective March 1, 1991, to January 1, 1992. Cost: $5,000 from ATV Account.

Dated this 28 day of March, 1991

Wayne F. Cobine

Wayne Cobine, Manager
Office of Operations

March 27, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Automation Section Manager, the following action was taken:

1) On January 25, 1991, approved a personal service contract with C. L. Miller for automation classes during the period of February 4 to February 8, 1991, at a cost not to exceed $5,500.

Dated this 28 day of MARCH, 1991

Doug Tindall, Manager
Automation Section

March 27, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following actions were taken:

1) On February 26, 1991, approved Supplement No. 1 to a personal service contract with Spencer B. Gross Inc. to provide a digitalized map for the Westside Corridor 1 Project. This supplement is effective February 28, 1991, to March 29, 1991, at no additional cost.

2) On March 12, 1991, approved a personal service contract with Northwest Strategies, Inc., to provide planning and implementation assistance for the 75th Anniversary of the Historic Columbia River Highway. This contract is effective March 20, 1991, through June 30, 1991, at a cost not to exceed $10,000.

3) On March 12, 1991, approved a personal service contract with First United Engineering for design and construction plans and specifications of an attenuator storage building located at the East Portland Maintenance Station. This contract is effective March 12, 1991, through June 30, 1991, at a cost not to exceed $2,100.

Dated this 2 day of March, 1991

Don Adams
Region 1 Engineer

March 26, 1991

731-0314A (10-90)

K

MINUTES OF 4/17/91

Oregon

DEPARTMENT OF TRANSPORTATION

Public Transit Division

April 4, 1991

FILE CODE: COM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Administrator

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Urban Mass Transportation Administration, Section 9. A 100% federal grant providing capital/operating assistance to urbanized transit systems on a pass-through basis.

   A. A grant agreement with Lane Transit District and Urban Mass Transportation Administration to provide $1,370,000 for operating assistance and passenger boarding improvements (January 11, 1991).

   B. A grant agreement with Salem Area Mass Transit District and Urban Mass Transportation Administration to provide $958,401 for operating assistance and for purchase of approximately three new accessible buses (January 9, 1991).

2. Rural Transit Assistance Program (RTAP). A 100% federal funded program to provide training, technical assistance, research and other support services to transportation providers in small cities and rural areas.

   A. Scholarship of $650 awarded to Marianne McGee to attend the Western Regional Conference on Integrated Client Transportation in Long Beach, California on February 25-27, 1991 (February 20, 1991).

   B. Payment of $150 to Bob Pike to speak at the Oregon Transit Association Spring Conference in Salem on April 2, 1991 (March 27, 1991).

   C. Payment of $1,370 to David Lynde to attend and participate in the Transportation Research Board Annual Meeting on January 13-17, 1991 in Washington, D.C. (December 7, 1990).

131 Transportation Bldg.
Salem, OR 97310
(503) 378-8201 (Voice)
TDD 378-5037
FAX 373-7376

732-0004(12-90)

EXHIBIT K

MINUTES OF 4/17/91

3. A lease agreement amendment to increase space by 100 square feet in The Dalles field office (March 14, 1991).

4. Passenger Assistance Techniques (PAT). A program to provide driver training on assisting elderly and disabled passengers.

   A. A personal services contract with Glen Adams to conduct Passenger Assistance Techniques Workshops. Maximum amount not to exceed $1,800 (January 30, 1991).

5. An agreement between Federal Highway Administration and Public Transit Division to negotiate an indirect cost rate on grants and contracts with the Federal Government for fiscal year 1990-91 (January 30, 1991).

DHM:ag

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Strategic Planning and Communications

Fran Neavoll, Office Manager
Commission Services

delapr:ahd

EXHIBIT L
MINUTES OF 4/17/91

Report of Condemnation Cases Settled

State v. Frazier
L - 9555
R - 57815
Section: Spangler Hill - Mulino
Highway: Cascade Hwy South
County: Clackamas
Comments: Plaintiff's offer of $17,150; Defendant's answer $100,000. Settlement amount: $37,000
Attorney: Roger R. Warren

Report of Condemnation Cases Optioned [Dismissed]

State v. The Mortgage Exchange, Inc.
L - 9489
R - 58369
Section: Cascade Hwy. N. - Lester Exchange
Highway: Johnson Creek Boulevard
County: Clackamas
Comments: Settled by Right of Way

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF:
M	4/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

February 9, 1991

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On February 9, 1991, $ 12,038,752.93 was distributed to the counties as their share of motor vehicle revenues for the month of January, 1991.

On February 9, 1991 $ 7,646,741.16 was distributed to the cities for the month of January, 1991.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of February, 1991

Douglass R. Goldbach, Controller
Highway Division

731-0314A (10-90)

MINUTES
OREGON TRANSPORTATION COMMISSION
APRIL 26, 1991, EXECUTIVE SESSION

The Oregon Transportation Commission held an Executive Session at 8:30 a.m., April 26, 1991, in Room 123 of the Transportation Building in Salem. (Notice of the Executive Session had been made by press release to the Capitol Press.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Roger L. Breezley, Member
Martha Pagel, Policy Advisor to the Governor on Natural Resource and Environment
Lynn Todd, Assistant Manager, Personnel Services Branch
Fran Neavoll, Commission Services

Chairman Hollern identified ORS 192.660(1)(a)(d) as authority for the Executive Session. The Commission reviewed the applications of the semi-finalists for the Director of the Department of Transportation.

Mr. Todd presented the findings of his reference checks on the applicants and then left the Executive Session.

The Commission selected the finalists to be interviewed on May 9, 1991, beginning at 8 a.m., Room 123, Transportation Building, Salem, and asked that the names not be released due to requested confidentiality.

At noon, Bob Bothman and Judy Gregory joined the Commission for lunch. The Commission asked that additional reference checks be made of the finalists and that a suggested list of interview questions be prepared and sent to them in advance for their review and input.

The Executive Session adjourned at 12:45 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Fran Neavoll
Commission Services

Roger L. Breezley, Commissioner

MINUTES
OREGON TRANSPORTATION COMMISSION
MAY 9, 1991, EXECUTIVE SESSION

The Oregon Transportation Commission held an Executive Session at 8 a.m., May 9, 1991, in Room 135, Director's Office of the Transportation Building in Salem. (Notice of the Executive Session had been made by press release to the Capitol Press.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Martha Pagel, Policy Advisor to the Governor on Natural Resource and Environment

(Pursuant to ORS 192.650(2), Chairman Hollern took notes of the Executive Session.)

ORS 192.660(1)(a)(d) was identified as the authority for the Executive Session.

The Commission interviewed the finalists for the Director of the Department of Transportation.

An Executive Session was set for Friday, May 17, 1991, at 10:30 a.m., in Commissioner Bolender's office, 700 N.E. Multnomah, Suite 1600, Portland, for one interview.

The Executive Session adjourned at 3:50 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Commission Services

Roger L. Breezley, Commissioner

MINUTES
OREGON TRANSPORTATION COMMISSION
MAY 17, 1991, EXECUTIVE SESSION

The Oregon Transportation Commission held an Executive Session at 10:30 a.m., May 17, 1991, in Commissioner David Bolender's office, 700 N.E. Multnomah, Suite 1600, Portland. (Notice of the Executive Session had been made by press release to the newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Martha Pagel, Policy Advisor to the Governor on Natural Resource and Environment

(Pursuant to ORS 192.650(2), Chairman Hollern took notes of the Executive Session.)

ORS 192.660(1)(a)(d) was identified as the authority for the Executive Session.

The Commission interviewed the remaining finalist for the Director of the Department of Transportation. (On May 9, 1991, finalists were also interviewed by the Commission. See minutes.)

The Executive Session adjourned at 12:20 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Fran Newell
Commission Services

Roger L. Breezley, Commissioner

The Oregon Transportation Commission held their regular monthly meeting at 8:30 a.m., May 21, 1991, in Room 122 of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Tony B. Lewis, Assistant Director for Finance
Donald E. Forbes, State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
Jim Hunter, Deputy Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Robert G. Clour, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Chairman Hollern mentioned that Mr. Bothman was retiring June 30, 1991. He said Mr. Bothman has been an extraordinary public servant; his career exemplifies the best in public service; and his amount of energy, vision, and integrity can be used as a model for public or private sector employees. He thanked him for his outstanding performance.

Chairman Hollern explained the interview process for the Director's position. He said the Commission would like to continue the direction that Mr. Bothman has set in terms of values, objectives, mission, and performance standards. Vice Chairman Whitty moved for appointing Don Forbes as the Director of the Department of Transportation. The motion carried unanimously by the Commission. The appointment is effective July 1, 1991, and is subject to Senate confirmation.

Commissioner Bolender moved for approval and the motion carried unanimously approving the following items on the consent calendar:

1) Minutes of the following meetings:

April 4, 1991
April 16 and 17, 1991
April 26, 1991 (Executive Session)

(Continued on next page)

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2833 in Commission's files, Salem.)

3) Continued support of the Transportation Research Board, National Academy of Sciences, to provide a Research Correlation Service at a cost of $58,370 from July 1, 1991, to June 30, 1992. (Authorized State Highway Engineer to sign necessary agreement.)

4) Supplemental No. 1 to an Urbanized Area Planning Agreement with Metropolitan Service District granting an additional $30,000 of Federal Highway Planning and Research Funds to complete all the tasks originally identified in the Planning Work Program. (Authorized State Highway Engineer to sign necessary supplemental agreement.)

5) Amended Delegation Order No. 31 covering the powers delegated to the Administrator of Public Transit Division by adding the following:

Execute all leases, rental agreements, and contracts for the use of buildings or space therein by the Public Transit Division.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Assistant Director for Administration	Exhibit B
Assistant Director for Strategic Planning and Communications	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Planning Engineer	Exhibit H
Office of Operations, Maintenance/Construction Manager	Exhibit I
Engineer of Materials and Research	Exhibit J
Region 1 Engineer	Exhibit K
Region 2 Engineer	Exhibit L
Motor Vehicles Administrator	Exhibit M
Aeronautics Administrator	Exhibit N
Assistant Attorney General	Exhibit O
Highway Controller	Exhibit P

Mr. Bothman said the Commission had tentatively set June 18 as their next meeting. He asked that the date be changed to June 25 at 8:30 a.m., to better facilitate the transition of the new Director. This date change was agreeable with the Commission.

The Commission tentatively set July 23, 1991, in Salem as their following meeting. A luncheon with the Jackson Scholars is scheduled. The Commission also agreed to the following changes in the future meetings:

August 20	Telephone Meeting
September 16-17	Klamath Falls
October 18	Salem
November 11-12	Eugene
December 17	Salem

Mr. Bothman commented that annually the Department recognizes those who have made outstanding contributions through the Employee Suggestion Program. He explained a Committee reviews and selects the suggesters. These ideas have been adopted for implementation by the Statewide Employee Suggestion Awards and Productivity Improvement Commission. The measurable benefits of the five suggestions have resulted in the following:

Reduced operational costs and recovered revenues totaling $109,000;
Customer service and safety have been improved;
Needless documentation has been eliminated;
Existing technology has been used more effectively; and
Work force scheduling has become more efficient.

The Commission handed plaques to the following employees for their suggestion awards:

Lori Gaither, Gail Slater, Connie Sparks, Aeronautics Division
Mary Ann Salas, Central Services Division
Edgar Harriman, Highway Division
Michael Mandich, Highway Division
Barbara Sims, Motor Vehicles Division

The Commission congratulated the 1991 Isabel Albright Award winners as follows:

Claudia Conner, Motor Vehicles Division, Secretarial Category
Janet Hlavinka, Aeronautics Division, Office Support Category

Mr. Bothman said the Economic Development Department has requested an additional allocation of $220,700 for the Evergreen Road improvements in Washington County. He explained there was a delay in the project which resulted in the increased cost. (For details of the delayed project, see letter to Commission dated May 20, 1991, in Commission's

files.) Commissioner Bolender moved for approval of the additional funding. The motion carried unanimously and the Commission authorized the Director or State Highway Engineer to sign the necessary agreement.

Mr. Forbes requested authority to hire a consultant to provide team building services to the Highway Division at an estimated cost of $75,000. He said this would complete the Division's team building needs which were started in 1988. The contract will have two parts. Phase 1 will provide basic team building training to those Division teams that have not been through formal team building training. Phase 2 will provide for refresher training and team building training services to the Executive Management Team. Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the contract.

Following Mr. Forbes' request, Vice Chairman Whitty moved for approval of an increase in project authorization on Contract No. 11,029 to allow extension of the overlay portion of the Grass Valley-Wilcox Road Section of the Sherman Highway in Sherman County. The motion carried unanimously by the Commission increasing the construction authorization by $169,259, or 23.8 percent. Mr. Forbes said funds are available for this increase from underruns on projects completed during the 1990 construction season.

Mr. Forbes requested authority to enter into a flexible services contract for cleanup of leaking underground storage tank sites at Detroit, Minto, and McMinnville. He said that the Division does not have the training, access, equipment, and experience to determine the full extent of the leakage and contamination or to provide the cleanup or remedy studies. He said the contract would be established for a two-year period, and would be renewable at the end of the term if cleanup efforts need to continue. He said the total cost of the cleanup would not exceed $200,000. Commissioner Bolender moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contracts.

In response to a question from Chairman Hollern, Mr. Forbes said he has asked his staff to determine the statewide total cost of cleaning up leaking underground storage tank sites. Chairman Hollern asked that the Commission be advised of the total figure when available.

Upon Mr. Forbes' recommendation, Commissioner Ford moved for changes in the 1991-96 Six-Year Highway Improvement Program. The motion carried unanimously to cancel the following project and to add the following four projects to the Construction Section of the Program. The State Highway Engineer was also authorized to sign the necessary agreements.

(Continued on next page)

Cancelled the following project:

MP 82.46-Farmer Creek Road; US101, Oregon Coast Highway, Tillamook County. Current project authorization $490,000. Region 2 requested the cancellation. The project would construct a passing lane; however, there is a development project that would realign the highway and add a passing lane that would include this section.

Added the following four projects to the Construction Section of the Program:

1) S.W. Wilshire-S.W. 72nd Avenue (Beaverton/Tigard, Auxiliary Lanes), OR217, Beaverton-Tigard Highway, Washington County. Total project cost $345,000. Region 1 requested the addition of this project as an interim solution to the congestion occurring on the highway. The project would restripe the roadway from four lanes to six lanes and add maintenance pullouts.

2) Highway 8 at Stateline Road, OR11, Oregon-Washington Highway, Umatilla County. Total project cost $20,000. Region 5 requested the addition of this project to install a flashing beacon at the intersection, which has had a number of accidents.

3) Rest Area (Oakridge), OR58, Willamette Highway, Lane County. Total project cost $225,000. Total cost to the State $15,000. Region 3 requested the addition of this project to construct a rest area. Agreement between Lane County, the City of Oakridge, and the State has the County funding the construction, with the State funding engineering and administration.

4) Garden Way-Dornoch Street (Eugene), County Road 439, Harlow Road, Lane County. Total project costs $326,000 and is made up of $200,000 State Operations, $50,000 Bikeway and $76,000 City Funds. Region 3 requested the addition of this project, which would widen the structure to provide bike lanes. This will connect the bikeways on either end of the bridge.

Mr. Forbes requested authority to increase the cost of an intergovernmental agreement with Tri-Met to cover additional environmental work on the Westside Corridor Project on the Sunset Highway in Washington County at an estimated cost of $80,000 for a new total of $416,869. He explained that over the next few months it is anticipated there will be a need for several small contracts which were not incorporated in the current agreement with Tri-Met. He said rather than processing separate supplemental agreements after the scope of work has been negotiated for each of the services, it is believed that a larger supplemental to cover

these types of services is more appropriate. (See letter dated May 10, 1991, in Commission's files, Salem, for list of services that would be included in the supplemental agreement.) Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary supplemental agreement.

Mr. Forbes requested approval to continue discussions on office space consolidation with the Capitol Planning Commission before the end of the legislative session. He explained while there is not a specific plan at this time, recent space need studies clearly indicate that efficiency can be improved through consolidating office space and substantially reduce costs by eliminating the number of current leases. He said if a building is found to purchase or lease with an option to purchase in the next two years, there is the need for flexibility to negotiate the specific purchase. This requires prior legislative approval. Commissioner Bolender moved for approval and the motion carried unanimously. If an acceptable plan is found, Mr. Forbes explained this would require further Commission action and Emergency Board approval.

Mr. Forbes advised the Commission that next month Region 5 will request an increase in authorization on a project in Pendleton by about $700,000.

Don Adams, Region 1 Engineer, commented that the State's urban centers are experiencing a rapid population growth, increased transportation demand, and the needs exceed the available funding for transportation. He said a demand management system would help ease demands on the highway system, use relatively low cost strategies to move people, help curb peak hour traffic, reduce energy consumption, reduce emission of air pollutants, and encourage a more efficient use of transportation facilities.

Bob Sherman, Public Transit Division Program Manager, by use of visual aids, said the ODOT Demand Management/Rideshare Program was implemented Statewide in July 1990. He outlined the first year objectives of the Program as: 1) assess demand management rideshare activity, and 2) develop a program of fundable projects.

Mr. Sherman explained to help reach the objectives the Department formed a Statewide interagency working group and the groups were divided into two subgroups; one for the Metro Portland Area and one for the Small Urban Areas. He told the Commission who served as subgroup participants. (See list in written documentation in Commission's files, Salem.)

Mr. Sherman defined demand management as transportation actions that reduce peak period single occupant vehicle travel, spreads traffic volumes away from the peak period, or improves traffic flow. He outlined the strategies for each of the three actions.

Mr. Sherman handed the Commission a document that included a structure of effective travel demand management, a summary of TDM Program results at subarea level, comparison of top individual TDM Programs, vehicle trip reduction other programs, sample TDM costs and benefits, and jurisdictions proposed TDM Projects.

Mr. Sherman said the groups will address the following issues:

1) What can TDM accomplish in Oregon?

2) Funding options for TDM projects.

3) ODOT's future role in TDM in light of the Transportation Rule and the new Surface Transportation Act.

4) Future role of local jurisdictions in TDM.

Mr. Sherman said the groups would like to come back to the Commission to develop the following:

1) Transportation demand management (TDM) proposals to identify specific transportation benefits and the associated costs.

2) Specific criteria for evaluating TDM proposals.

3) Policy for making TDM investments.

Elsa Coleman, City of Portland, spoke concerning the Portland Subgroup's involvement in the demand management program. She mentioned two proposals that jurisdictions have initiated as follows:

1) Employer-based TDM programs

2) Commuter alternative public service announcements and a 1-800 number for Statewide rideshare information.

Dave Reinhard, Transportation Engineer for the City of Eugene, spoke concerning the small urban subgroup. He indicated the group met monthly, developed a purpose statement and objectives, discussed TDM and rideshare actions previously implemented, and developed a short list of project proposals. (See written documentation in Commission's files, Salem.) He closed by asking that the Commission think flexibility as it relates to the demand management program.

Chairman Hollern thanked them for the briefing and said he felt this program would tie into the transportation plan development, particularly the Urban Mobility Policy Committee chaired by Commissioner Bolender.

Bob Royer reported that 2,600 copies of the 1991 Draft Oregon Highway Plan had been mailed to interested parties and five public

meetings were held to review the Plan. (Copy of Draft Plan in Commission's files, Salem.)

Vice Chairman Whitty mentioned to Mr. Royer several corrections that need to be made to the Plan which he had noticed when he read the document.

Mr. Royer reviewed with the Commission the comments that were received. He summarized the comments into four major areas as funding, urban arterial program, adjustments in the level of importance, and the Southeastern Oregon highways were not properly addressed.

Mr. Royer summarized the areas of concern expressed by organizations that said the Plan was significantly flawed as follows:

1) Sensible Transportation Option for People expressed concern that the Plan does not deal adequately with bicycles and alternate land use in conjunction with the Highway Program.

2) The Oregon Association of Railway Passengers was concerned that the vehicle miles of travel estimates are not facing reality and that there is too much emphasis on modernization.

3) Citizens for Better Transit expressed not enough emphasis on preservation and too much emphasis on modernization.

4) The 1,000 Friends of Oregon had three areas of concern:

    a) The calculation of need as demonstrated in the Plan is flawed;

    b) Lack of consideration of alternatives;

    c) Goal analysis.

Mr. Royer recommended clarifying why the Highway Plan is in advance of the Transportation Plan, how the Highway Plan can be adjusted and altered when the Transportation Plan is done, and why it is important to move ahead in the policy area. Secondly, he recommended clarifying more clearly how the Transportation Rule is being dealt with. He said there were no changes in the policies or the strategies.

Mr. Royer said everyone is not satisfied with the Plan; however, he felt most Oregonians are generally supportive of the Plan contents. He suggested that the Commission approve the 1991 Oregon Highway Plan with the recommendations and adopt the goal compliance findings.

Vice Chairman Whitty said this is a well-written document and he moved to approve the Plan, subject to the changes mentioned by Mr. Royer. The motion carried unanimously by the Commission approving the Highway Plan as an interim plan until a more comprehensive Transportation Plan can be developed.

Don Byard, Highway Plan Supervisor, presented the completion of the US30 (Lower Columbia River from Portland to Astoria) Multimodal Corridor Analysis. This study was undertaken to identify the best and most efficient transportation investment strategy for the corridor based on an analysis of the region's economy. (Final Report Document entitled US30 Multimodal Study was handed to the Commission and a copy is in Commission's Files, Salem.)

Mark Ford, Manager of Strategic Planning, briefed the Commission on the background of the US30 Corridor Study. He outlined three critical issues that arose: 1) land availability, 2) trade-off between the modes, and 3) the relationship of ODOT's activities to the channel deepening study underway by the Corp of Engineers. He mentioned that the study was prepared by Northwest Economic Associates, TAMS Consultants, and David Evans and Associates with the assistance of the US30 Steering Committee. He discussed the relationship of the US30 Study to the Oregon Transportation Plan.

James Youde, N.W. Economic Associates, highlighted the conclusions and recommendations of the Study as follows:

1) Economic Development Opportunities: Economic and transportation impacts were estimated for 23 projects that are anticipated to be developed in the basin. These include wood processing, metals fabrication, maritime activities, and recreation and tourism.

2) Industrial Land Availability: Adequate land resources exist to accommodate future industrial growth in Clatsop and Columbia Counties.

3) Regulations limiting land development: The development of these lands is limited by various environmental considerations, including regulations concerning wetlands preservation and mitigation, air and water quality, and marine-related land use.

4) Employment and population will increase as economic development continues to grow in Clatsop and Columbia Counties.

5) Transportation improvements to support economic development.

(Continued on next page)

6) Other Economic Benefits.

7) Seven Transportation Goals, Strategies, Resources:

Goal	Strategy	Resources/Participants
1. Attract more funds to transportation system improvements in LCR basin.	Develop a joint approach to State Legislature, Oregon Transportation Commission, OEDD and federal agencies.	Ports, ODOT, DSL, OEDD, counties, cities, industries.
2. Retain transportation options until Columbia River channel decisions are made.	Continue to improve and maintain highway, rail, and marine facilities.	ODOT, BN, PUC, OEDD, ports, Corps of Engineers.
3. Improve the ability to finance marine facility improvements.	Develop a broader funding base than now available to ports and DSL.	Lottery funds, bonds, user fees.
4. Develop Highway 30 to serve traffic growth projections.	a. Make incremental improvements to meet year 2010 needs for passing lanes or 4 lanes from Portland to Astoria.	Gas tax, bonds, toll roads.
	b. Make highway improvements near Astoria first to improve investment climate for rail users.	User tax, bonds, toll roads, lottery funds.
5. Develop access roads consistent with U.S. 30 ability to carry through traffic.	Coordinate improvement of access roads to accommodate local traffic circulation, while also enhancing the ability of U.S. 30 to handle projected through traffic volumes.	ODOT, ports, DSL, counties, cities.
6. Maintain rail service to Astoria.	Target industrial recruitment of rail shippers: wood products, autos, etc.	Ports, ODOT, OEDD, DSL, PUC.
7. Improve response to environmental requirements.	Organize a coordinated program to address wetlands, dredge disposal, and endangered species.	Ports, DSL, ODOT, cities, counties, CREST.

Mr. Ford asked the Commission to accept this study report as a guide for the future and the Highway Division will report back on Phase 2 of the Highway Planning Study on US30. The Commission expressed no objection to the study report and appeared to be in agreement with the presentation.

Chairman Hollern called for a recess at 10:05 a.m., and he reconvened the meeting at 10:15 a.m.

Mr. Moore briefed the Commission on two transit-related legislative bills as follows:

House Bill 2128 which is the funding legislation for the Westside Corridor Project. Lottery funds will be used and the bill includes State bonding. Tri-Met and ODOT will form a partnership to manage the construction of the project. Tri-Met will manage the light rail construction and ODOT will manage the construction of highway improvements. Tri-Met and ODOT will seek the assistance of contracting and construction associations in Oregon in establishing the contracting process. A communication program will be implemented immediately of information about the project to the Oregon construction and contracting community. It will be the policy of Tri-Met and ODOT to provide disadvantage business enterprises with the maximum opportunity to participate in the performance of contracts and subcontracts on the project.

House Bill 2175 addresses air-quality control. Under consideration is an amendment to the bill establishing a mobile source emission control program that would tax vehicles according to their exhaust emissions. Vehicles manufactured prior to 1980 would be taxed $3 per year and 1993 vehicles would be taxed $1 per year with the proceeds going to transit capital improvements.

Fred Nussbaum, Director of the Oregon Association of Railway Passengers, spoke concerning Senate Joint Resolution 10 that would refer a constitutional amendment to the voters in 1992 to transform the highway trust fund into a multimodal transportation trust fund. He told how the multimodal transportation trust fund would interface with the Oregon Transportation Plan. He felt that the Commission should support this resolution so once the planning and policies were approved there would be funds to implement the projects. (Written document submitted to Commission by Mr. Nussbaum in Commission's files, Salem.) Chairman Hollern said he did not feel that it was appropriate to come before this session of the Legislature with this type of an approach. He commented the Commission is considering all the financing issues of transportation as a part of a combined plan.

Mr. Meyerhoff requested the Commission amend the following administrative rules:

1) Amend OAR 738-80-030(2)(b) to eliminate the need for notarization of statement concerning aircraft that owner believes is not physically capable of operation or flight and requesting a temporary exemption from registration.

2) Amend OAR 738-80-030(3) clarifying the need to reapply for temporary exemption each year that the aircraft is not physically capable of operation or flight.

(Continued on next page)

Mr. Meyerhoff said that these amendments were published in the April 1991 Secretary of State's Bulletin for public comment and a public hearing was held. Commissioner Bolender moved for amending these administrative rules. The motion carried unanimously and the Commission amended the two administrative rules by adopting Aeronautics Administrative Rule No. 10b on file in Commission's files, Salem. The rule will be filed with the Secretary of State and effective upon filing. The rule will also be published in the Administrative Rule Bulletin.

On the agenda was a request to the Legislative Ways and Means Committee for approval of an increase in the Search and Rescue 1989-91 budget limitation of $25,000. Mr. Meyerhoff said Commission action is not necessary as this item can be handled administratively rather than going to the Ways and Means.

Mr. Meyerhoff requested approval to accept Amendment 1 to a Grant Offer from the Federal Aviation Administration for the Oregon State Airport System Plan, Project Number 3-41-0000-S7. He explained at the August 21, 1990, meeting the Commission confirmed acceptance of an offer in the amount of $90,000 for the Portland-Vancouver Metropolitan Area System Plan. He explained that circumstances dictated that the original study scope be cancelled. He said the FAA has approved the application to use the funds for the Statewide Airport System Planning. Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission authorized the Aeronautics Administrator to sign the acceptance of the amendment to the grant and any other documents that may be required for this project and to increase the expenditure limitation by $9,500.

Mr. Meyerhoff said House Bill 243 (aircraft registration fee increase) and Senate Bill 249 (pilot registration fee increase) have passed the House and Senate and are being sent to the Governor for signature. The avgas and jet fuel tax package is in the House Revenue Committee.

Mr. Elliott mentioned a copy of the Department's proposed objectives for the fiscal year beginning July 1, 1991, had been mailed to the Commission prior to the meeting. He explained that part of the former goals and strategies document has been eliminated, some rewritten, and new elements have been included. In addition, other changes are: a slightly broader mission statement, additions to the values segment with particular emphasis on customer satisfaction and diversity, a new segment establishing annual benchmarks, and six goal areas including objectives for the year ahead. He reviewed the goals as: transportation leadership, transportation system development, transportation safety, customer satisfaction, human resources management and development, and efficient use of resources. The Commission unanimously approved the Fiscal Year 1992 ODOT mission, values, benchmarks, goals, strategies, and objectives. (Copy in Commission's files, Salem.)

Due to a business commitment, Commissioner Bolender left the meeting at 10:45 a.m.

Larry Christianson gave the Commission a transportation safety update. He said traffic fatalities are down 16 percent compared to the same period in 1990. He felt that statistic was encouraging as the number of vehicle miles traveled in Oregon has increased by approximately 4 percent each year. He attributed the improved safety record to Oregon's mandatory seat belt law, among other safety initiatives. He also told of the unified partnership approach among the State agencies, private sector, and other organizations to meet the goal of moving Oregon's traffic fatality rate per one hundred million miles travelled into the top one-third in the nation by the end of the decade. With the merge of the Traffic Safety Commission into the Department of Transportation, he said, it is hoped that a more single focus in transportation safety will lead to a continued decline in traffic death and injury. (Written speech in Commission's files, Salem.)

Mr. Christianson closed by presenting to the Commission Governor Roberts' Proclamation of May 20-24, 1991, as Transportation Safety Week and encouraging all citizens to join in celebrating Oregon's commitment to transportation safety by using seat belts. (Proclamation in Commission's files, Salem.)

Mr. Hunter, by use of visual aids, presented to the Commission an overview of Motor Vehicles Division's strategic plan to replace their Statewide computer system to handle its data processing needs and provide the greatest service to Oregonians. He recalled that the Legislature directed the Division to review all their data processing needs. He told of the many limiting factors involving their current technology.

Pat Fallon from the consulting firm of DMR described the process and methodology used to develop the plan. He discussed the principles of the approach, the participative process, and the dimensions of the plan.

Mr. Hunter outlined the driving forces as follows: legislative change, customer needs, resource limitations, demographic trends, changing mandate for services, capabilities of technology, and current systems environment.

Mr. Hunter discussed three key strategic initiatives as follows:

1) Redevelop licensing systems. (Replace field office equipment and integrate driver and vehicle systems.)

2) Client-based environment.

3) Organizational support for information technology management.

Mr. Hunter presented a chart which showed the time table of the initiatives based on a six-year detailed action plan. He said the project is estimated to cost $40 million, assuming that the equipment either will be leased or financed.

Mr. Hunter outlined the benefits of the Plan as follows:

1) Reduce costs required to maintain customer service levels;

2) Increase flexibility to respond to new legislation;

3) Improve capability to manage resources; and

4) Improve customer satisfaction.

In closing, Mr. Hunter said the Division plans to control the development and implementation process of the plan by administrative review, proceed one step at a time, and strategic reassessment. After a detailed analysis of the costs and benefits is done, he stated, the Division will be coming back to the Commission for approval of the investments.

(Written documentation entitled Overview, Draft Executive Report, and a letter from the Executive Department in Commission's files, Salem.)

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 11:25 a.m.

At noon, the Transportation Commission along with the Traffic Safety Commission held a luncheon at the Chumaree Hotel, 3301 Market Street, N.E., Salem. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Barbara Roberts, Governor of Oregon
Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Walter Pendergrass, Chair, Traffic Safety Commission
Gil Bellamy, Administrator, Traffic Safety Commission
Robert N. Bothman, Director of Transportation
Fran Neavoll, Commission Services

There were other staff members present, along with other transportation safety advocates.

Mr. Christianson welcomed everyone and said the luncheon is being held in conjunction with Transportation Safety Week and to honor outstanding efforts in the field of transportation safety.

Chairman Hollern addressed the luncheon. His speech addressed the following issues:

a) 579 traffic deaths in 1990 does not need to be accepted as the necessary cost of doing business.

b) Merger of Traffic Safety Commission into the Department of Transportation.

c) Department's mission of transportation leadership includes partnerships. Through partnerships the goal of safety can be met.

d) Examples of current private sector partnership successes as Highway Users Federation, Oregon Trucking Associations, T-2000, and others.

e) Safety is a USDOT top priority.

f) Creation of Safety Improvement Policy Committee headed by Commissioner Ford.

Chairman Hollern closed by saying the Commission and Department will continue to strengthen partnerships and alliances in the transportation safety field in an effort to lower the death counts on streets and highways.

Walter Pendergrass, Chair, Oregon Traffic Safety Commission, said their two goals are to make the highways safer and to reduce injury. He gave examples of issues they have worked on as follows: reducing the acceptable alcohol content of the blood, education programs, helmets for users of bicycles and motorcycles, zero acceptable alcohol content for teenagers, infant seats, and mandatory seat belts.

As a result of these programs, Chair Pendergrass said, the overall fatalities are down 13 percent. He mentioned in the future they would be working on getting people off the roads that should not be driving; there needs to be more law reinforcement and education; and there needs to be more imagination in the traffic laws.

Gil Bellamy, Administrator of Traffic Safety Commission, presented the Grace Hazzard Award from the National Highway Traffic Safety Administration to Anita Davis of the Traffic Safety Commission.

Alan Isley, President of the National Motorcycle Safety Foundation, presented to Steve Garets, Director of Education Programs for TEAM Oregon, the National John E. Harley Memorial Award for Motorcycle Safety.

Dave White, Manager of ODOT Safety Section, presented the ODOT Lifesaver Award to Sandy Fraser from Bend.

Governor Roberts presented the annual transportation safety awards to the following:

COMMUNITY PROGRAM CATEGORY: Harriet Harries of Lake Oswego, who has devoted much of her life as the "Safety Bug" teaching children about safety.

CORPORATE CATEGORY: For an outstanding effort in creating a public/private partnership to eliminate a local intersection hazard in Eugene: Delta Sand and Gravel of Eugene (accepted by George Staples).

MEDICAL CATEGORY: Joanne Fairchild of Emanuel Hospital, Portland, a life flight nurse who has chosen to educate young people on the consequences of drinking and driving to prevent tragedies.

YOUTH CATEGORY: Central Linn Youth Safety Organization for its involvement with area youth in traffic safety training and curriculum development (accepted by Anita Warden).

LAW ENFORCEMENT CATEGORY: Lane County Traffic Enforcement Team for innovation in avoiding drinking and driving and speeding problems in Lane County (accepted by Bob Maniss).

SPECIAL RECOGNITION AWARD: Dr. John Tongue of Tualatin (unable to be present) and Mrs. Sally Smith of Oregon City for their exceptional efforts in working to place the safety belt initiative on the November 1990 ballot.

Mr. Christianson presented the Transportation Safety Hero Category Award to Michael Chad Boyer. (Phil Smith was also a winner of the award, but was unable to be present.)

The Dawn Lee Jordan Memorial Award was presented to Ingrid Parmeter, 1990 Vice President of Oregon Student Safety on the Move and from Willamina High School.

Drew Holmes, Operation Lifesaver, presented Governor Roberts with a plaque honoring her for her dedication to transportation safety.

In closing, Mr. Christianson recognized Commissioner Ford, who will Chair the Policy Committee on Transportation Safety. The luncheon adjourned at 1 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Roger L. Breezley, Commissioner

Commission Services

A

MINUTES OF 5/21/91

Report of Confirmation of Action Taken Under Delegated Authority

No. 1 **Project:** *District 7 Overlay Projects - 1991*

Contract No. 11,034

Type of Work: *Paving* **F. A. No.:** *State*

County: *Coos and Curry* **Highway:** *Oregon Coast (US 101)*

No. of Bidders: 3 **Low Bidder:** *Bracelin-Yeager Excavating & Trucking Co., Coos Bay, OR*

Low Bid: $ 432,630.00

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Tidewater Contractors, Inc., Brookings, OR*	$	487,120.00
3rd Bidder: *Angell Asphalt & Aggregate Inc., Coos Bay, OR*	$	498,635.00

No. 2 **Project:** *Umpqua Wayside-Elkton Section*

Contract No. 11,035

Type of Work: *Paving* **F. A. No.:** *State*

County: *Douglas* **Highway:** *Umpqua (OR 38)*

No. of Bidders: 4 **Low Bidder:** *Bracelin-Yeager Excavating & Trucking Co., Coos Bay, OR*

Low Bid: $ 257,260.00

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Roseburg Paving Co., Roseburg, OR*	$	266,291.00
3rd Bidder: *Wildish Paving Co., Eugene, OR*	$	276,959.25

No. 3 **Project:** *Tangent-Halsey Section*

Contract No. 11,036

Type of Work: *Recycle and Chip Seal* **F. A. No.:** *State*

County: *Linn* **Highway:** *Albany-Junction City (OR 99E)*

No. of Bidders: 4 **Low Bidder:** *Genpave International Inc., Seattle, WA*

Low Bid: Alt. A $ 354,005.00

Engineer's Recommendation: *Award to low responsive bidder.*

		Alt. B
2nd Bidder: *Morse Bros., Inc., Lebanon, OR*	$	379,480.00
		Alt. A
3rd Bidder: *Wildish Paving Co., Eugene, OR*	$	414,506.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date March 19, 1991

A

MINUTES OF 5/21/91

No. 4 **Project:** *District 5 Overlay Projects - 1991*

Type of Work: *Paving* Contract No. 11,037
F. A. No.: *State*

County: *Lane* **Highway:** *Various*

No. of Bidders: 3 **Low Bidder:** *Wildish Paving Co., Eugene, OR*

Low Bid: *$ 364,566.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Morse Bros., Inc., Eugene, OR*	$	*388,238.50*
3rd Bidder: *Eugene Sand & Gravel, Inc., Eugene, OR*	$	*433,897.50*

On March 19, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on March 14, 1991, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 3 day of April, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

A

MINUTES OF 5/21/91

Report of Confirmation of Action Taken Under Delegated Authority

No. 1 Project: *Santiam River (Southbound) Bridge Section*

Contract 11,038

Type of Work: *Roadwork, Structures, Signing, Illumination, Landscape and Utilities*

F. A. No.: *BRI-IR-5-4(118)240*

County: *Marion and Linn* Highway: *Pacific (I-5)*

No. of Bidders: *8* Low Bidder: *Hamilton Construction Co., Springfield, OR*

ALT. B

Low Bid: *$ 10,066,081.90*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *F. E. Ward, Inc., Vancouver, WA* *$ 10,676,965.00*
3rd Bidder: *Max J. Kuney Company, Spokane, WA* *$ 10,988,642.90*

No. 2 Project: *Woodburn Interchange Southbound Off-Ramp Section*

Contract 11,039

Type of Work: *Signing and Signal*

F. A. No.: *IR-5-5(119)272*

County: *Marion* Highway: *Pacific (I-5)*

No. of Bidders: *7* Low Bidder: *Linnco Electric Co., Albany, OR*

Low Bid: *$ 76,663.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.* (See Page 9962 for award of contract.)

2nd Bidder: *East County Electric Co. dba Highlite Construction Co., Inc., Brush Prairie, WA* *$ 78,260.50*
3rd Bidder: *Grasle Electric, A Div. of Dynalectric Co., Portland, OR* *$ 78,512.00*

No. 3 Project: *Boiler Bay-Otter Rock Highway Section*

Contract 11,040

Type of Work: *Paving and Guard Rail*

F. A. No.: *HES-2-4(29)*

County: *Lincoln* Highway: *Oregon Coast (US 101)*

No. of Bidders: *4* Low Bidder: *Dirt and Aggregate Interchange, Inc., Troutdale, OR*

Low Bid: *$ 256,385.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Coral Construction Company, Wilsonville, OR* *$ 257,395.00*
3rd Bidder: *Mocon Corporation, Salem, OR* *$ 259,376.00*

APPROVED BY CHAIRMAN
MICHAEL F. HOLLERN
Date 4-5-91

A

MINUTES OF 5/21/91

No. 4 **Project:** *N.E. Portland Highway at N.E. 121st Place (Portland) Section*

Contract 11,041

Type of Work: *Grading, Paving, Signing, and Signals* **F. A. No.:** *HES-9966(12)*

County: *Multnomah* **Highway:** *N.E. Portland (US 30 BYPASS)*

No. of Bidders: *6* **Low Bidder:** *Eagle Elsner, Inc., Tigard, OR*

Low Bid: $ *122,152.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Grasle Electric, A Div. of Dynalectric Co., Portland, OR* $ *123,244.00*
3rd Bidder: *Tice Electric Company, Portland, OR* $ *127,000.00*

No. 5 **Project:** *Camp Creek Bridge Section*

Contract 11,042

Type of Work: *Grading, Paving, and Structure* **F. A. No.:** *RS-186(1)*

County: *Wallowa* **Highway:** *Little Sheep Creek*

No. of Bidders: *4* **Low Bidder:** *Tidewater Contractors, Inc., Brookings, OR*

ALT. A
Low Bid: $ *198,926.00*

Engineer's Recommendation: *Award to low DBE responsive bidder.*

2nd Bidder: *Michael A. Becker, General Contractor, Inc., La Grande, OR* $ *237,462.00*
3rd Bidder: *Weaver Construction Co., La Grande, OR* $ *255,626.00*

No. 6 **Project:** *Phoenix-Valley View Road Section*

Contract 11,043

Type of Work: *Paving* **F. A. No.:** *State*

County: *Jackson* **Highway:** *Rogue Valley (OR 99)*

No. of Bidders: *1* **Low Bidder:** *LTM, Inc. dba Lininger Tru-Mix, Inc., Medford, OR*

Low Bid: $ *384,425.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *None*
3rd Bidder: *None*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 4-5-91

A

ADJUSTED AT 5/21/91

No. 7 Project: *District 4 Overlay Projects - 1991*

Type of Work: *Overlay* Contract 11,044 F. A. No.: *State*

County: *Benton* Highway: *Pacific Highway West and Corvallis-Newport (OR 99W)*

No. of Bidders: 3 Low Bidder: *Morse Bros., Inc., Lebanon, OR*

Low Bid: $ *456,287.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Roy L. Houck Construction Company, Salem, OR*	$	*517,852.00*
3rd Bidder: *Wildish Paving Co., Eugene, OR*	$	*533,335.25*

No. 8 Project: *Willamette Highway Rockfalls Section*

Type of Work: *Scaling and Rock Protection* Contract 11,045 F. A. No.: *State*

County: *Lane* Highway: *Willamette (OR 58)*

No. of Bidders: 7 Low Bidder: *Pynch-Turner, Incorporated, Roseburg, OR*

Low Bid: $ *476,508.50*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Dennis Snyder Contractors, Clackamas, OR*	$	*514,649.25*
3rd Bidder: *White and White, Inc., Lake Oswego, OR*	$	*540,672.00*

No. 9 Project: *Willamette Highway Passing Lane Section*

Type of Work: *Grading, Paving, and Signing* Contract 11,046 F. A. No.: *State*

County: *Lane* Highway: *Willamette (OR 58)*

No. of Bidders: 5 Low Bidder: *Eugene Sand & Gravel, Inc., Eugene, OR*

Low Bid: $ *654,076.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Fisher Land Co., dba Oakridge Sand & Gravel, Inc., Oakridge, OR*	$	*730,045.00*
3rd Bidder: *JAL Construction, Inc., Bend, OR*	$	*739,379.40*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 4 5-91

A

5/21/91

No. 10 Project: *M.P. 61.6 - M.P. 83.8 Section*

Contract 11,047
F. A. No.: State

Type of Work: *Recycle, Overlay, and Rock Production*

County: *Deschutes, Linn, and Lane* Highway: *McKenzie (OR 242)*

No. of Bidders: 4 Low Bidder: *R. L. Coats, Bend, OR*

Low Bid: *$ 834,290.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Angell Asphalt & Aggregate Inc., Coos Bay, OR* $ *1,156,538.00*
3rd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* $ *1,313,940.50*

No. 11 Project: *O.C.I. Access Road-Stanton Boulevard Interchange Section*

Contract 11,048
F. A. No.: State

Type of Work: *Grading, Paving, Structure, and Signing*

County: *Malheur* Highway: *Stanton Boulevard (County Road)*

No. of Bidders: 5 Low Bidder: *Roy L. Houck Construction Company, Salem, OR*

Low Bid: *$ 1,297,530.90*

Engineer's Recommendation: *Award to low repsonsive bidder.*

2nd Bidder: *Ontario Asphalt & Concrete, Inc., Ontario, OR* $ *1,341,261.43*
3rd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* $ *1,368,938.90*

No. 12 Project: *Upper Boones Ferry Road Interchange-East Portland Freeway Interchange Section*

Contract 11,049
F. A. No.: *DE-0201(801)*

Type of Work: *Grading, Paving, Signing, Illumination, and Signals*

County: *Washington* Highway: *Pacific (I-5)*

No. of Bidders: 4 Low Bidder: *Wildish Standard Paving Co., Eugene, OR*

Low Bid: *$ 3,757,746.20*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Kiewit Pacific Co., Vancouver, WA* $ *4,062,099.00*
3rd Bidder: *Morse Bros., Inc., Lebanon, OR* $ *4,196,780.00*

APPROVAL BY CHAIRMAN
MICHAEL P. HOLLERN
Date 4-5-91

No. 13 Project: *Adel Rock Production Project*

Contract 11,050

Type of Work: *Rock Production* F. A. No.: *State*

County: *Lake* Highway: *Warner (OR 140)*

No. of Bidders: 3 Low Bidder: *Kincheloe & Sons, Inc., Myrtle Point, OR*

Low Bid: *$ 53,920.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*Oregon Asphaltic Paving Co., Inc., Portland, OR*	$ 64,000.00
3rd Bidder:	*Southern Oregon Rock Co., Central Point, OR*	$ 91,000.00

No. 14 Project: *Willamette Rock Production Project*

Contract 11,051

Type of Work: *Rock Production* F. A. No.: *State*

County: *Klamath* Highway: *Willamette (OR 58)*

No. of Bidders: *7* Low Bidder: *Cascade Rock, Inc.,Myrtle Creek, OR*

Low Bid: *$ 223,650.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*Kincheloe & Sons, Inc., Myrtle Point, OR*	$ 245,100.00
3rd Bidder:	*Fisher Land Co., dba Oakridge Sand & Gravel, Oakridge, OR*	$ 262,050.00

No. 15 Project: *District 12 Oiling Projects - 1991*

Type of Work: *Leveling and Oil Mat* F. A. No.: *State*

County: *Various* Highway: *Heppner and Kimberly-Long Creek (OR 74)*

POSTPONED TO APRIL 25, 1991

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 4-5-91

A

MINUTES OF 5/21/91

No. 16 Project: *Island City - M.P. 4.6 Section*

Contract 11,053

Type of Work: *Overlay* **F. A. No.:** *State*

County: *Union* **Highway:** *Cove (OR 237)*

No. of Bidders: *4* **Low Bidder:** *Oregon Asphaltic Paving Co., Inc., Portland, OR*

Low Bid: *$ 472,027.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR*	$	*509,857.50*
3rd Bidder: *Blue Mountain Paving Co., Yakima, WA*	$	*514,525.00*

On April 5, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on March 28, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, 3, 4, 5, and 12 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 1 day of May, 1991

Michael Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Supplemental Agreement No. 2 to a personal service contract with Lindburg/Chrisman Architects for flexible services covering building architecture/engineering on an as-needed basis. This supplement provides an additional $10,000 for a new total not to exceed $50,000. The consultant will perform additional design services for maintenance building improvements. (Authorize State Highway Engineer to sign necessary contract.)

Dated this 11 day of April, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

April 10, 1991

APPROVED
for STATE HIGHWAY ENGINEER
DATE 4-10-91

731-0314(12-90)

EXHIBIT A
MINUTES OF 5/21/91

Report of Confirmation of Action Taken Under Delegated Authority

No. 1 **Project:** *Old Young's Bay Bridge Section*

Type of Work: *Maintenance Coating* Contract No. 11,054
F. A. No.: *State*

County: *Clatsop* **Highway:** *Warrenton-Astoria (US 101 Bypass)*

No. of Bidders: *5* **Low Bidder:** *B-G Paint Co., Inc., Puyallup, WA*

Low Bid: $ 549,674.00

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*S & K Painting, Inc., Oregon City, OR*	$	*648,000.00*
3rd Bidder:	*Tenyer Coatings, Inc., Badger, MN*	$	*679,100.00*

No. 2 **Project:** *Isthmus Slough Bridge Section*

Type of Work: *Maintenance Coating* Contract No. 11,055
F. A. No.: *State*

County: *Coos* **Highway:** *Coos River*

No. of Bidders: *5* **Low Bidder:** *S & K Painting, Inc., Oregon City, OR*

Low Bid: *$ 471,200.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*Tenyer Coatings, Inc., Badger, MN*	$	*582,100.00*
3rd Bidder:	*B-G Paint Co., Inc., Puyallup, WA*	$	*586,906.00*

No. 3 **Project:** *District 12 Oiling Projects - 1991*

Type of Work: *Leveling and Oil Mat* Contract No. 11,052
F. A. No.: *State*

County: *Various* **Highway:** *Heppner and Kimberly - Long Creek (OR 74)*

No. of Bidders: *6* **Low Bidder:** *Superior Paving Co., Yakima, WA*

Low Bid: *$ 927,430.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*Fabricators, Incorporated, Salem, OR*	$	*1,064,813.00*
3rd Bidder:	*R. L. Coats, Bend, OR*	$	*1,072,310.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 5-1-91

A

5/21/91

No. 4 **Project:** *Quinaby Road - Hazel Green Road Section*

Contract No. 11,056

Type of Work: *Overlay* **F. A. No.:** *State*

County: *Marion* **Highway:** *Pacific Highway East (OR 99E)*

No. of Bidders: *5* **Low Bidder:** *Riverbend Sand & Gravel Co., Inc. dba Salem Road & Driveway, Salem, OR*

Low Bid: *$ 159,386.25*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*Morse Bros., Inc., Lebanon, OR*	$	*162,572.00*
3rd Bidder:	*Roy L. Houck Construction, Co., Salem, OR*	$	*180,026.00*

No. 5 **Project:** *N.W. Territorial Road - N.W. Knights Bridge Road (Canby) Section*

Contract No. 11,057

Type of Work: *Grading and Paving* **F. A. No.:** *M-7000(1)*

County: *Clackamas* **Highway:** *N. Birch Street (City Street)*

No. of Bidders: *7* **Low Bidder:** *Parker-Northwest Paving Co., Oregon City, OR*

Low Bid: *$ 182,594.55*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Canby and receipt of deposit by the City.*

2nd Bidder:	*Eagle Elsner, Inc., Tigard, OR*	$	*213,120.25*
3rd Bidder:	*Fabricators, Incorporated, Salem, OR*	$	*213,508.00*

No. 6 **Project:** *M.P. 37.12 - M.P. 37.64 Section*

Contract No. 11,058

Type of Work: *Grading and Paving* **F. A. No.:** *State*

County: *Jackson* **Highway:** *Crater Lake (US 62)*

No. of Bidders: *5* **Low Bidder:** *JAL Construction, Inc., Bend, OR*

Low Bid: *$ 406,933.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*LTM, Inc. dba Lininger Tru-Mix, Inc., Medford OR*	$	*409,776.00*
3rd Bidder:	*Fabricators, Incorporated, Salem, OR*	$	*411,992.75*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 5-1-91

No. 7 Project: *Arch Cape Tunnel-Short Sand Creek (Bikeway) Section*
Contract No. 11,059

Type of Work: *Grading, Paving, and Signing*
F. A. No.: *State*

County: *Tillamook and Clatsop* **Highway:** *Oregon Coast (US 101)*

No. of Bidders: *7* **Low Bidder:** *Mocon Corporation, Salem, OR*

Low Bid: *$ 512,512.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	*Fabricators, Incorporated, Salem, OR*	$	*534,762.75*
3rd Bidder:	*Bayview Transit Mix, Inc., Seaside, OR*	$	*553,740.00*

No. 8 Project: *Glenn Jackson Bridge (Dry Fire Main) Section*
Contract No. 11,060

Type of Work: *Dry Fire Main*
F.A. No.: *IR-205-7(137)314*

County: *Multnomah County, Oregon and Clark County, WA* **Highway:** *East Portland Freeway (I-205)*

No. of Bidders: *3* **Low Bidder:** *Mocon Corporation, Salem, OR*

Low Bid: *$ 389,780.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the State of Washington Department of Transportation.*

2nd Bidder:	*Copenhagen Utilities & Construction Inc., Clackamas, OR*	$	*524,870.00*
3rd Bidder:	*Lloyd H. Kessler, Inc., Vancouver, WA*	$	*691,006.50*

No. 9 Project: *Nestucca River (Condor) Bridge Section*
Contract No. 11,061

Type of Work: *Grading, Paving, and Structure*
F. A. No.: *F-BRF-2-5(21)*

County: *Tillamook* **Highway:** *Oregon Coast (US 101)*

No. of Bidders: *5* **Low Bidder:** *Ross Bros. Construction, Inc., Salem, OR*

Low Bid: *$ 1,307,584.44*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder:	*F. E. Ward, Inc., Vancouver, WA*	$	*1,373,130.00*
3rd Bidder:	*W. G. Moe & Sons, Inc., Portland, OR*	$	*1,468,875.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 5-1-91

A

MINUTES OF 5/21/91

No. 10 Project: Central Point Interchange Section

Contract No. 11,062

Type of Work: Grading, Paving, Structures, Signing, Illumination, Signals, Landscaping, and Water Main

F.A. No.: MAIR-5-1(120)03 and MAM-2438(6)

County: Jackson

Highway: Pacific (I-5)

No. of Bidders: 4 Low Bidder: Ross Bros. Construction, Inc., Salem, OR

Low Bid: $ 3,282,484.30

Engineer's Recommendation: Award to low DBE reponsive bidder subject to concurrence of FHWA

2nd Bidder: LTM, Inc. dba Lininger Tru-Mix, Inc., Medford, OR $ 3,286,195.00

3rd Bidder: Hamilton Construction Co., Springfield, OR $ 3,395,395.00

On May 1, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on April 25, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 5, 8, 9, and 10 if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 6 day of May, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with Coos County and the City of Coquille for the jurisdictional transfer from State to County and City portions of the bypassed section of the Coos Bay-Roseburg Highway, Highway 35, due to the construction of the Coquille Reroute Section. Approved by William Anhorn for State Highway Engineer April 25, 1991. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 1 day of May, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

April 30, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On April 15, 1991, approved a personal service contract with The Benkendorf Associates Corporation effective April 17, 1991, to April 30, 1992, at a cost not to exceed $15,500. This contract is for coordination of written material submitted by various consultants hired to assist with the policy elements of the Oregon Transportation Plan. (Authorized Assistant Director for Strategic Planning and Communications to sign necessary contract.)

Dated this 1 day of May, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

May 1, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following actions were taken:

1) On March 27, 1991, approved a personal service contract with VIASOFT, Inc. to provide training on a software package called "SMARTEDIT," held on March 27, 1991, at a cost not to exceed $2,000. (Signed by John Elliott for Judy Gregory.)

2) On April 5, 1991, approved a personal service contract with Lerch, Bates, and Associates, Inc., for an elevator survey and bid specifications in the Transportation Building in Salem, effective April 5 through June 30, 1991, at a cost not to exceed $8,825.

3) On April 11, 1991, approved a personal service contract with the Northwest Institute for a career counseling workshop to be held on May 14 and 15, 1991, at a cost not to exceed $1,200.

Dated this 23rd day of April, 1991

Judy Gregory

Judy Gregory
Assistant Director for Administration

April 22, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Strategic Planning and Communications (Subdelegation Order No. DIR-8), the following actions were taken:

1) On April 12, 1991, approved an interagency agreement with Portland State University to coordinate the Urban Mobility Policy portion of the Oregon Transportation Plan. This contract is effective April 12, 1991, to February 28, 1992, at a cost not to exceed $5,000.

2) On April 12, 1991, approved a personal service contract with Northwest Professional Consortium for coordination of the Safety Policy of the Oregon Transportation Plan. This contract is effective April 17, 1991, to July 15, 1991, at a cost not to exceed $5,200.

3) On April 12, 1991, approved a personal service contract with Public Financial Management, Inc., for coordination of the Financial Systems Policy of the Oregon Transportation Plan. This contract is effective April 17, 1991, to July 15, 1991, at a cost not to exceed $6,500.

4) On April 15, 1991, approved a personal service contract with ECO Northwest for coordination of the Rural Access Policy of the Oregon Transportation Plan. This contract is effective April 17, 1991, to July 15, 1991, at a cost not to exceed $6,500.

5) On April 15, 1991, signed a personal service contract with The Benkendorf Associates Corporation for coordination of written material submitted by consultants hired to coordinate the policy elements of the Oregon Transportation Plan. This contract is effective April 17, 1991, to April 30, 1992, at a cost not to exceed $15,500. (Chairman Hollern approved April 15, 1990.)

6) On April 17, 1991, approved a personal service contract with Tolan O'Neal and Associates for coordination of the Freight Productivity Policy of the Oregon Transportation Plan. This contract is effective April 17, 1991, to July 15, 1991, at a cost not to exceed $6,200.

Dated this 23rd day of April, 1991

John Elliott

John Elliott
Assistant Director for Strategic Planning and Communications

April 23, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On March 8, 1991, signed Supplement No. 1 to an agreement with PEAKSolutions Corp. for rights to use the Routebuilder System software. The supplement adds $20,000 not to exceed a total of $135,000 and extends contract to April 19, 1991. (Transportation Commission approved April 17, 1990. William Anhorn signed for State Highway Engineer.)

2) On March 14, 1991, signed a personal service contract with Oregon Human Development Corporation to provide on-the-job training and supportive services on highway construction projects. This contract is effective April 1, 1991, through March 31, 1992, at a cost not to exceed $100,000. (Transportation Commission approved September 18, 1990. William Anhorn signed for State Highway Engineer.)

3) On March 18, 1991, signed a supplemental agreement between the City of Milwaukie, Pendleton Woolen Mills, Inc., and Waverley Greens Apartments for a left-turn refuge from SE 17th Avenue to SE Lava Drive. This is in conjunction with the Tacoma Street Interchange-17th Avenue Project. (Transportation Commission approved on August 16, 1988, as part of the Six-Year Highway Improvement Program. Agreement signed by William Anhorn for State Highway Engineer.)

4) On March 20, 1991, approved a personal service contract with Cogan, Sharpe, Cogan for a Highway Division space needs study at a cost not to exceed $6,670. The contract is effective March 20 to April 30, 1991. (William Anhorn signed for State Highway Engineer.)

5) On March 25, 1991, signed an agreement with City of Grants Pass for construction of Division Street-"N" Street Section of Bridge Street/"M" Street Bikeway. (Transportation Commission approved November 13, 1990, as part of 1992 Bikeway Program. William Anhorn signed for State Highway Engineer.)

6) On March 25, 1991, signed a supplement to a personal service contract with Barney & Worth, Inc./Public Financial Management, Inc., for the 1991 Oregon Roads Finance Update. This supplement is effective on April 8 through July 31, 1991, and adds $35,000 for a total not to exceed $85,000. (Transportation Commission approved August 21, 1990. William Anhorn signed for State Highway Engineer.)

7) On March 28, 1991, signed an agreement with City of Tigard for construction of the McDonald Street-Templeton School Section of the S.W. 97th Avenue Bikeway at a cost not to exceed $44,000. (Transportation Commission approved November 13, 1990, as part of the 1992 Bikeway Program. William Anhorn signed for State Highway Engineer.)

8) On March 28, 1991, signed an agreement with the Cities of Tigard and Beaverton and Washington County for the construction of the Murray Road-Fanno Creek Section of the Scholls Highway. (Transportation Commission approved this project July 17, 1990, as part of the Six-Year Highway Improvement Program. Agreement signed by William Anhorn for State Highway Engineer.)

9) On April 4, 1991, signed a personal service contract with DKS Associates to develop and design a freeway communications network for the Freeway Management Program in Region 1. This contract is effective April 4 to July 31, 1991, at a cost not to exceed $70,000. (Contract approved by Transportation Commission on September 18, 1990.)

10) On April 5, 1991, approved emergency repair for a slide which occurred on April 4, 1991, near M.P. 31 on the Wilson River Highway No. 37 in Tillamook County. Estimated cost is $1,000,000.

The slide entirely blocked the major route between Portland and the Tillamook Bay area. Due to the need to provide for the expedient reopening of the highway for public use, I declared an emergency to exist.

Due to the emergency nature of the situation, time was not available to formally obtain bids.

11) On April 8, 1991, signed Supplement No. 1 to a personal services contract with SYDEC, Inc., to develop a cost responsibility study and computer program modification. This supplement increases the cost by $5,148 to a new total not to exceed $100,000. (Transportation Commission approved December 19, 1989. William Anhorn signed for State Highway Engineer.)

12) On April 8, 1991, signed an interagency agreement with Oregon State University to conduct a 15-month ride specifications study. This contract is effective April 9, 1991, through December 31, 1992, at a cost not to exceed $40,364. (Chairman Hollern approved January 14, 1991. William Anhorn signed for State Highway Engineer.)

13) On April 12, 1991, signed an agreement between California Department of Transportation and Oregon Highway Division for inspecting and testing highway materials at locations in Oregon. This agreement covers the period July 1, 1991, through June 30, 1992, at a cost not to exceed $10,000. (William Anhorn signed for State Highway Engineer.)

Dated this 29 day of April, 1991

Donald E. Forbes, State Highway Engineer

April 22, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Santiam River (Southbound) Bridge Section of the Pacific Highway in Marion and Linn Counties. Bids received March 28, 1991. Contract No. 11,038 awarded on April 10, 1991, to Hamilton Construction Co. (Oregon), Springfield, at $10,066,081.90. (Alternate B).

2) Work on the Woodburn Interchange Southbound Off-Ramp Section of the Pacific Highway in Marion County. Bids received March 28, 1991. Contract No. 11,039 awarded on April 11, 1991, to East County Electric Co. dba Highlite Construction Co., Inc., Brush Prairie, WA, at $78,260.50.

   At March 28, 1991, bid opening, Linnco Electric Co., Albany, bid in the amount of $76,663. Linnco's DBE letter did not meet 8% goal and bid considered nonresponsive. Under authority granted to him by the Transportation Commission, the State Highway Engineer awarded this contract to the second low responsive bidder, East County Electric Co. dba Highlite Construction Co., Inc.

3) Work on the Boiler Bay-Otter Rock Highway Section of the Oregon Coast Highway in Lincoln County. Bids received March 28, 1991. Contract No. 11,040 awarded on April 10, 1991, to Dirt & Aggregate Interchange, Inc., Troutdale, at $256,385.00.

4) Work on the N.E. Portland Highway at N.E. 121st Place in Portland, Multnomah County. Bids received March 28, 1991. Contract No. 11,041 awarded on April 10, 1991, to Eagle Elsner, Inc., Tigard, at $122,152.50.

5) Work on the Camp Creek Bridge Section of the Little Sheep Creek Highway in Wallowa County. Bids received March 28, 1991. Contract No. 11,042 awarded on April 5, 1991, to Tidewater Contractors, Inc., Brookings, at $198,926.00 (Alternate A).

6) Work on the Upper Boones Ferry Road Interchange-East Portland Freeway Interchange Section of the Pacific Highway in Washington County. Bids received March 28, 1991. Contract No. 11,049 awarded on April 10, 1991, to Wildish Standard Paving Co., Eugene, at $3,757,746.20.

Dated this 29 day of Apr. 1, 1991

Donald E. Forbes, State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On March 20, 1991, signed an agreement with City of Seaside covering exchange of Federal Aid Urban Funds for State Funds. (Joseph Speight signed for Manager, Program Section. Transportation Commission approved February 19, 1991.)

2) On March 20, 1991, signed an agreement with City of Lincoln City covering exchange of Federal Aid Urban Funds for State Funds. (Joseph Speight signed for Manager, Program Section. Transportation Commission approved February 19, 1991.)

3) On March 20, 1991, signed an agreement with City of Independence and City of Monmouth covering exchange of Federal Aid Urban Funds for State Funds. (Joseph Speight signed for Manager, Program Section. Transportation Commission approved February 19, 1991.)

4) On March 27, 1991, signed an agreement with City of Albany covering exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

5) On March 27, 1991, signed an agreement with City of The Dalles covering exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

6) On March 27, 1991, signed an agreement with Malheur County covering exchange of Federal Aid Secondary-County Funds for State Funds. (Transportation Commission approved February 19, 1991.)

7) On March 27, 1991, signed an agreement with Wheeler County covering exchange of Federal Aid Secondary-County Funds for State Funds. (Transportation Commission approved February 19, 1991.)

8) On March 27, 1991, signed an agreement with Sherman County covering exchange of Federal Aid Secondary-County Funds for State Funds. (Transportation Commission approved February 19, 1991.)

9) On April 3, 1991, signed an agreement with Union County covering exchange of Federal Aid Secondary-County Funds for State Funds. (Transportation Commission approved February 19, 1991.)

10) On April 3, 1991, signed an agreement with Baker County covering exchange of Federal Aid Secondary-County Funds for State Funds. (Transportation Commission approved February 19, 1991.)

11) On April 3, 1991, signed an agreement with Morrow County covering exchange of Federal Aid Secondary-County Funds for State Funds. (Transportation Commission approved February 19, 1991.)

12) On April 9, 1991, signed an agreement with City of McMinnville covering exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

13) On April 11, 1991, signed an agreement with Jackson County to improve a section of North Phoenix Road from Barnett Road to Fern Valley Road as part of the Federal-Aid Secondary County Program. (Gilmour approved by delegated authority January 15, 1991.)

14) On April 11, 1991, signed an agreement with Umatilla County covering exchange of Federal Aid Secondary-County Funds for State Funds. (Transportation Commission approved February 19, 1991.)

15) On April 12, 1991, signed an agreement with the City of Redmond covering exchange of Federal Aid Urban Funds for State Funds for use on the Airport Way Relocation Project. (Transportation Commission approved February 19, 1991.)

Dated this 24th day of April, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
Local Project					
Oswego Canal Bryant Rd. Br. Clackamas County	$92,000	-0-	-0-	$92,000	4-11-91

Cam Gilmour 4/30/91

Cam Gilmour, Manager
Program Section

Date

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On January 25, 1991, prohibited truck parking on both sides of Pacific Highway West between M.P. 57.78 to M.P. 57.81 in Polk County. (Vehicles over 8 feet.)

2) On February 4, 1991, prohibited parking on the Bellevue-Hopewell Highway (Nursery Street) and the Pacific Highway West in the City of Amity, Yamhill County:

<u>Bellevue-Hopewell Highway</u>

No Parking:
M.P. 6.45 to 140′ E. of Hwy. 1W
(North and South sides)

No Truck Parking:
Getchell St. to 140′ West of Getchell St.
(North side)

No Truck Parking (vehicles over 8 feet high):
140′ East of Hwy. 1W to Getchell St.
(South side)

<u>Pacific Highway West (Trade Street)</u>

No Parking:
M.P. 44.75 to 30′ south of Bellevue-Hopewell Highway.

Loading Zone:
On west side of Pacific Highway (1W) from 140′ north of Bellevue-Hopewell Highway and is 16′ in length.

3) On February 4, 1991, prohibited parking on the Corvallis-Newport Highway in the City of Philomath, Benton County:

M.P. 50.11 to M.P. 50.53 (North side)
M.P. 50.62 to M.P. 50.92 (South side)
M.P. 50.92 to M.P. 51.22 (Both sides)

4) On February 26, 1991, established a 45 MPH speed zone on the Pacific Highway West from M.P. 100.28 to M.P. 100.37 in Benton County. Rescinded Speed Zone Resolution No. 945 dated March 13, 1987.

5) On March 1, 1991, signed an agreement with the City of Madras to install traffic signals at the intersections of The Dalles-California Highway at B and D Streets. (Project approved by Transportation Commission as part of Six-Year Highway Improvement Program on July 17, 1990.)

Dated this 3 day of April, 1991

Dwayne Hofstetter, Traffic Engineer

March 26, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On January 16, 1991, signed an agreement with the Washington Department of Transportation for the installation of an intersection control beacon at the intersection of Washington Route 125 and Oregon Route 11 with Stateline Road.

2) On March 19, 1991, approved a parking prohibition on Albany-Lyons Highway 211 in Linn County from M.P. 18.03 to M.P. 18.14 (370 feet east and 200 feet west of Jordan Road).

3) On March 26, 1991, adopted Speed Zone Order No. 986 covering the following sections on the Redwood Highway No. 25 in Josephine County:

   50 MPH from M.P. 25.90 to M.P. 26.13
   40 MPH from M.P. 26.13 to M.P. 26.95

   Rescinded Speed Zone Order No. 875 dated May 7, 1982.

4) On April 2, 1991, approved removing parking on the Pacific Highway East, ORE 99E, Clackamas County, at M.P. 7.11 to M.P. 7.19 (349 feet south of Silver Springs Road to 811 feet south of Silver Springs Road).

5) On April 3, 1991, approved a four-way stop on the Albany-Junction City Highway 58 (M.P. 19.36) at the Halsey-Sweet Home Highway 212 (M.P. 0.00) and American Drive in the City of Halsey, Linn County. (See Through Highways and Stop Signs File No. 49 in Commission's files.)

6) On April 3, 1991, approved a parking prohibition on the Willamina-Salem Highway No. 30 westbound in Polk County from M.P. 20.36 to M.P. 20.43 (55th Avenue to approximately 316 feet east of 55th Avenue westbound).

7) On April 3, 1991, established a 45 MPH speed zone in the vicinity of Warm Springs Agency from M.P. 102.84 to M.P. 105.5 (Deschutes River Bridge) on the Warm Springs Highway in Jefferson County, except in the following sections where the designated speed shall be 20 MPH when children are present:

0.14 north of Hot Springs Road (M.P. 103.13) to 0.08 south of Hot Springs Road

Rescinds Speed Zone Resolution No. 589 dated July 27, 1971. See Speed Zone Order No. 987.

8) On April 8, 1991, established 45 MPH speed zones on the Salmon River Highway in Yamhill County from M.P. 45.78 to M.P. 46.42 and from M.P. 46.55 to M.P. 46.66. This action rescinds Speed Zone Order No. 855 dated February 3, 1981. (See Speed Zone Order No. 988.)

9) On April 8, 1991, established 35 MPH speed zones on the Salmon River Highway South Frontage Road in Yamhill County at the following locations: (See Speed Zone Order No. 989.)

Lawson Lane to 0.13 mile east of Martin Lane

0.26 mile east of Martin Lane to 0.37 mile east of Martin Lane

Dated this 26th day of Apr. 1, 1991

Dwayne Hofstetter, Traffic Engineer

April 23, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

AIRPORT WAY-CAIRO JUNCTION SECTION OF THE OLDS FERRY-ONTARIO HWY

6042021 - Estate of Vera N. Weaver (George & Johanna Yanagawa, C.P.) — Offer: $47,600.00

BEAR CREEK-KEITH ROAD SECTION OF THE WOODBURN-ESTACADA HIGHWAY

6071025 - Jerry G. Austin, et al — Offer: $ 650.00

PACIFIC HIGHWAY W. @ EDY/SCHOLLS SECTION OF THE PACIFIC HWY WEST

6060002 - Emilie List — Offer: $ 5,400.00
6060007 - Schnitzer Investment Corp. — $87,600.00
6060015 - Gloria Lorraine Cereghino — $35,000.00

REDMOND - BEND (NORTH UNIT) SECTION OF THE DALLES-CALIFORNIA HWY

6032019 - David L. & Mary L. Kimmel — Offer: $20,450.00
6032072 - Robert C. Fair/James C. Fair — $31,350.00

MITCHELL-KEYES CR. SUMMIT (WEST UNIT) SECTION OF THE OCHOCO HWY

6067003 - Robert G. Eason — Offer: $ 200.00

Dated this 30 day of April, 1991

Steven Green, Right of Way Manager

G

5/21/91

DATE: **MARCH, 1991**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **COLUMBIA COUNTY: RAINIER-GOBLE - COLUMBIA RIVER HIGHWAY:** File 10847 - Containing 15.76 Acres; $19,750; Approved 2/05/91.

2) **DOUGLAS COUNTY: AZALEA-JOSEPHINE COUNTY LINE - PACIFIC HIGHWAY:** File 36968 - Containing 3.50 Acres; $2,450; Approved 2/05/91.

3) **KLAMATH COUNTY: KLAMATH FALLS-WEST SIDE BY-PASS - THE DALLES-CA. HWY.:** File 28083 (includes a portion of 23084) - Containing 5,225 Sq. Ft.; $1,050; Approved 2/28/91.

LANE COUNTY:

4) **GOSHEN-DIVIDE - PACIFIC HIGHWAY:** File 21225 - Containing 0.65 Acres; $800; Approved 2/28/91.

5) **JUNCTION CITY-EUGENE - PACIFIC HIGHWAY:** File 2144 (includes 2145) - Containing 28,150 Sq. Ft.; $14,000; Approved 2/26/91.

6) **JOSEPHINE COUNTY: GRAVE CREEK-JUMP OFF JOE CR.:** File 24502 - Containing 13.94 Acres; $20,000; Approved 2/28/91.

7) **MULTNOMAH COUNTY: COLUMBIA RIVER-PACIFIC HWY. - E. PORTLAND FREEWAY:** File 46786 - Containing 10,048 Sq. Ft.; $11,000; Approved 2/26/91.

8) **WASHINGTON COUNTY: BARBUR BLVD.-WHITE SCHOOL - FORMERLY WEST PORTLAND-HUBBARD HWY., NOW PACIFIC HIGHWAY:** File 19197 - Three Parcels containing 4.51 Acres; Total $146,000 (Parcel B - $40,000; Parcel C - $40,000; Parcel E - $66,000; Approved 2/28/91.

AGREEMENTS: (35-48)

9) ODOT Agreement No. RR 1277; E-911 548/323; with Southern Pacific Transportation Company; **TACOMA ST. INTERCHANGE-17TH AVE. SECTION - PACIFIC HWY. EAST (MCLOUGHLIN BLVD.)**; Multnomah and Clackamas Counties; Permit to enter on R.R. property for the purpose of overpass construction; Approved 2/04/91.

10) ODOT Agreement No. R.R. 1320; Service Contract No. 91-1; with Southern Pacific Transportation Company; SPTC agrees to widen crossing and other related work, as necessary, at grade crossing of Hennies Rd. and the Siskiyou Mainline of the SPTC (OPUC crossing No. C-709.4) near **TURNER, MARION CNTY., OR;** Estimated total amount of Service Contract $127,004 (State agrees to bear 90% of cost of project); Approved 2/27/91.

Report of Actions Taken Under Delegated Authority
March, 1991 – Page Two

AGREEMENTS: (Continued)

11) Highway Easement Deed with USA, DOT, FHWA; Term: 2/08/91 until need for Easement no longer exists; No monetary amount (R/W Grant – transfer of public lands); **MONGOLD STATE PARK SECTION – N. SANTIAM HWY.**; Marion County; File No. 6070 001; for the purpose of R/W on Project SA 162(7); Approved 2/26/91.

12) Highway Easement Deed with USA, DOT, FHWA; Term: 2/08/91 until need for Easement no longer exists; No monetary amount (R/W Grant – transfer of public lands); **FORGE RD.–LOBERT (NORTH UNIT) SECTION – THE DALLES-CALIFORNIA HIGHWAY**; Klamath County; File 6050 039; for the purpose of R/W on Project SA–4–1(2); Approved 2/26/91.

13) Highway Easement Deed with USA, DOT, FHWA; Term: 2/08/91 until need for Easement no longer exists; No monetary amount (R/W Grant – transfer of public lands); **FREMONT HWY.–WARNER SKI AREA SECTION – WARNER HIGHWAY**; Lake County; File No. 58814; for the purpose of R/W on Project RS–170(5); Approved 2/26/91.

PERSONAL SERVICE CONTRACTS: (35–47)

14) Personal/Labor Services Contract with Rittenhouse–Zeman & Associates, Inc.; for a Work Plan/Cost Estimate for decommisioning 7 underground tanks; **NORTH DILLARD BR. (WINSTON MAINTENANCE STATION) – DILLARD HIGHWAY**; Douglas County; R/W Contract No. R08775–01–01; $6,788; Start Date: 02/07/91; End Date: 04/30/91; Approved 2/07/91.

15) Personal/Labor Services Contract with Environmental Consultant (PBS Environment, Inc. of Portland OR); for soil and ground H20 testing to determine absence or presence of certain contaminants at the old Roberson Motors Site, Salem OR; **WILLAMETTE RIVER BRIDGES – WILLAMINA–SALEM HWY.**; Marion County; (435 Commercial St. N.E.); Contract No. 51251–01–01; $9,540; Start Date: 2/08/91; End Date: 7/01/91; Approved 2/07/91.

16) Demolition Contract with J.L. Arndt Construction; to demolish and remove all improvements to grade; cap sewers; removal of all septic tanks and backfill holes; asbestos removal of shake siding; File No. 58315 (**UNION/GRAND AVENUE–S.E. RIVER RD. – PACIFIC HWY. EAST** Multnomah County) and File 6041–021 and 6041–020 (**TACOMA ST. INTERCHANGE–S.E. 17TH SECTION – PACIFIC HWY. E.**; Clackamas County); start date: 2/20/91; End Date: 3/20/91; $10,475; Approved 2/20/91.

17) Demolition Contract with Stark Trucking, Inc. for the removal of service Station building, break up and removal of the concrete pad, and moving them away from the area; **SALMON RIVER HIGHWAY @ VALLEY JCT., OR**; File 6035 005; $8,475; Start Date: 2/19/91; End Date: 2/28/91; Approved 2/19/91.

18) Demolition Contract with Conifer–Douglas Company for the removal of 7 underground tanks and piping along with the pumping station; removal of pumps and dispenser; backfill excavated; at the **WINSTON MAINTENANCE STATION**; File 8775; $6,580; Start Date: 2/15/91; End Date: 4/02/91; Approved 2/15/91.

19) Demolition Contract with Deer Island Materials to remove vynyl liner of pool, concrete apron, and backfill hole at 60900 Columbia River Hwy; **COLUMBIA CITY NCL–WARREN – COLUMBIA RIVER HIGHWAY, COLUMBIA COUNTY;** File 58726; Start Date: 2/01/91; End Date: 3/01/91; $700; Approved 2/01/91.

Report of Actions Taken Under Delegated Authority
March, 1991 – Page Three

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND DRIVE – PACIFIC HIGHWAY WEST:

6044 007	Union Oil of California (dba Unocal)	$ 500	App. 02/19/91
6044 026	Roy J. & Marietta F. Taylor	$ 37,000	App. 02/13/91
6044 058	George L. & Karen L. Davis	$ 5,500	App. 02/11/91
6044 059	Milo Wilcox, Inc.	$ 8,100	App. 01/02/91

CLATSOP COUNTY:

NEHALEM HIGHWAY SLIDE REPAIR:

58852	State of Oregon; Department of Forestry	$ 650	App. 01/25/91

COOS COUNTY:

COQUILLE REROUTE – COOS BAY–ROSEBURG HIGHWAY:

6028 019	Roseburg Forest Products (Eng. Design/other costs – (Eng. Design/other costs – 12/01–12/31/90 – Inv. No. 242) (See Sept. report, under Agreements – Pg. 1, #6)	$309,099.76	App. 08/08/90

CURRY COUNTY:

ROGUE RIVER BRIDGE–GOLD BEACH – OREGON COAST HIGHWAY:

58539	Port of Gold Beach	$ 150	App. 02/25/91

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 022	Carl H. Potthoff	$ 12,750	App. 02/14/91
6032 054	William J. and Beverly J. Meglitsch	$ 8,500	App. 01/31/91

DOUGLAS COUNTY:

N.W. HOOKER–N.E. ALAMEDA – OAKLAND–SHADY HIGHWAY:

58777	Melvin & Virginia R. Wetherell	$ 1,400	App. 02/14/91

JOSEPHINE COUNTY:

FOOTHILL BLVD.–ROGUE RIVER/REDWOOD HWY. JCT. – REDWOOD HIGHWAY:

58711	Ballinger & Sons Industrial Warehousing	$245,000	App. 02/14/91

KLAMATH COUNTY:

CRATER LAKE BOUNDARY–FORT KLAMATH – CRATER LAKE HIGHWAY:

6068 011	McAuliffe Ranches, Inc.	$ 150	App. 02/11/91

Report of Actions Taken Under Delegated Authority
March, 1991 – Page Four

OPTIONS: (Continued)

LANE COUNTY:

MCKENZIE PASSING BAYS – MCKENZIE HIGHWAY:

58870	Irving M. & Jacqueline Roberts Co-TTees; Laura J. Roberts	$	150	App. 02/14/91
58872	George W. & Velma B. Vanduren	$	150	App. 02/19/91
58873	David & Rae L. Sullivan	$	150	App. 02/19/91
58874	Joe M. & MaryLee Halbert	$	150	App. 02/25/91
58875	David L. & Debra Starck	$	150	App. 02/25/91
58876	Dorothy M. Brooks	$	150	App. 02/25/91
58877	Larry L. & Marjorie A. Taylor	$	150	App. 01/31/91

LINCOLN COUNTY:

TAFT HWY. DEDICATION – OREGON COAST HIGHWAY:

6007 038	Roger Q. Mills & Lois R. Mills, TTees	Donation	App. 02/19/91

LINN COUNTY:

CORVALLIS-LEBANON INTERCHANGE – PACIFIC HIGHWAY:

6039 007	Younger Oil Company	$	9,400	App. 02/19/91
6039 008	Younger Oil Company	$	2,135	App. 02/19/91

QUEEN AVENUE-CORVALLIS/LEBANON HWY. – ALBANY-JUNCTION CITY HIGHWAY:

55442	Laura Bush	$	850	App. 01/28/91
55577	Wilma L. Henderson	$	100	App. 02/25/91
55578	Wilma L. Henderson	$	100	App. 02/25/91

SANTIAM RIVER BRIDGES – PACIFIC HIGHWAY:

58837	William Walters	$	2,200	App. 02/11/91

MALHEUR COUNTY:

AIRPORT WAY-CAIRO JCT. – OLDS FERRY-ONTARIO:

6042 014	Uchida Farms, Inc. (Separate Irrigation Construction Agreement)	$2,817.60	App. 02/11/91
6042 021	George & Johanna Yanagawa	$70,509.31	App. 02/27/91
6042 025	Hasebe Farms, Inc.	$13,197.50	App. 02/27/91

OCI ACCESS RD.-STANTON BLVD. INTERCHANGE – STANTON BLVD.:

6080 004	Garland R. & Wyoma M. Rogers	$	700	App. 01/31/91
6080 005	Ontario Heights Grange No. 917	$	2,200	App. 02/11/91

MARION COUNTY:

MILL CITY-GATES – N. SANTIAM HIGHWAY:

6075 002	Thomas A. & Mary H. Smith	$	100	App. 01/31/91
6075 010	C.E. & Retta Alexander	$	650	App. 02/11/91
6075 014	Karen D. & Paul M. Baker	$	200	App. 02/11/91

Report of Actions Taken Under Delegated Authority
March, 1991 – Page Five

OPTIONS: MARION COUNTY: (Continued)

SANTIAM RIVER (SOUTHBOUND) BRIDGE – PACIFIC HIGHWAY:			
58834	Arthur C. White	$ 45,390	App. 02/22/91
MARION/LINN COUNTIES:			
SANTIAM RIVER (SOUTHBOUND) BRIDGE – PACIFIC HIGHWAY:			
58879	Division of State Lands	$2,319.94	App. 02/01/91
MULTNOMAN COUNTY:			
S.E. 181ST–S.E. 190TH – S.E. YAMHILL HIGHWAY:			
59098	Perletti; Leatham; Gdanitz; Gerkman; Wilson; Veenker (Trees outside the new R/W from 6 separate parcels damaged in construction)	$ 1,300	App. 02/19/91
SOUTH SLOUGH (CHARLESTON) BRIDGE – CAPE AREGO HIGHWAY:			
56767	South Coast Seafoods, Inc.	$ 570	App. 01/25/91
TILLAMOOK COUNTY:			
NESTUCCA RIVER (CONDOR) BRIDGE:			
6056 003	Division of State Lands	$ 6,836	App. 02/04/91
SAND LAKE NATIONAL FOREST – OREGON COAST HIGHWAY:			
58716	Larry & Joanne Baker	$ 19,000	App. 02/11/91
WASHINGTON COUNTY:			
CORNELL ROAD INTERCHANGE – SUNSET HIGHWAY:			
58121	Somerset Christian Church, Inc.	$ 600	App. 02/25/91
MURRAY BLVD. INTERCHANGE – SUNSET HIGHWAY:			
58648	Westlake Village Condominium Unit Owners	$ 4,420	App. 02/11/91

Dated this 5th day of April, 1991

Steven Green, Right of Way Manager

G

5/21/91

DATE: APRIL, 1991

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLACKAMAS COUNTY: CLACKAMAS RIVER-WEST LINN - E. PORTLAND HIGHWAY:** File 41604 - Containing 8,375 Sq. Ft.; $16,000; Approved 3/22/91.

2) **CLACKAMAS COUNTY: FERNHILL-BURNSIDE - COLUMBIA RIVER HIGHWAY:** File 47250 - Containing 2.8 Acres; $11,500; Approved 3/08/91.

3) **COOS COUNTY: BAY PARK-DELMAR - OREGON COAST HIGHWAY:** File 14921 - Containing 10,850 Sq. Ft.; $10,850; Approved 3/21/91.

4) **COOS COUNTY: CURTIS AVE.-COALBANK SLOUGH - OREGON COAST HIGHWAY:** File 58149.B - Containing 20,900 Sq. Ft.; 210,000; Approved 3/20/91.

5) **COOS COUNTY: DELMAR-CHINA CAMP - COOS BAY-ROSEBURG:** File 14132 - Containing 2.20 Acres; $2,400; Approved 3/22/91.

6) **CURRY COUNTY: SOUTH COAST LUMBER CO.-PINSTON RIVER MAINTENANCE:** File 56360 - Containing 11.80 Acres; $6,000; Approved 3/08/91.

7) **DOUGLAS COUNTY: AZALEA-JOSEPHINE COUNTY LINE - PACIFIC HIGHWAY:** File 36999 - Containing 82.66 Acres; $123,720; Approved 3/08/91.

8) **JACKSON COUNTY: 12TH ST.-VALLEY VIEW ROAD-PACIFIC HIGHWAY:** File 29337 - Containing 18.65 Acres; $20,000; Approved 3/19/91.

9) **JACKSON COUNTY: CENTRAL POINT - PACIFIC HIGHWAY:** File 10034 - Containing 18.63 Acres; $28,000; Approved 3/20/91.

10) **JACKSON COUNTY: TABLE ROCK RD.-12TH ST. - PACIFIC HIGHWAY:** File 28461 - Containing 1.62 Acres; $2,950; Approved 2/19/91.

11) **JOSEPHINE COUNTY: COYOTE CREEK-GRAVE CREEK - PACIFIC HIGHWAY:** File 10129 - Containing 1,800 Sq. Ft.; $150; Approved 3/28/91.

12) **JOSEPHINE COUNTY: FOOTHILL BLVD.-ROGUE RIVER/REDWOOD JCT. - REDWOOD HIGHWAY:** File 57421 - Containing 1,220 Sq. Ft.; $4,500; Approved 3/04/91.

KLAMATH COUNTY: KLAMATH FALLS-WEST SIDE BY-PASS - THE DALLES-CA. HWY.:

13) File 23083 - Containing 3,124 Sq. Ft.; $650; Approved 4/01/91.
14) File 23084.B - Containing 2,100 Sq. Ft.; $450; Approved 4/01/91.

Report of Action Taken Under Delegated Authority
April, 1991 – Page Two

APPROVAL TO SELL EXCESS PARCELS: (Continued)

15) **LANE COUNTY: LOW PASS – SIUSLAW HIGHWAY:** File RW6012 – Containing: Parcel 1 – 0.64 Acres, $320.00, and Parcel 2 – 0.60 Acres, $800.00; Total value $1,120; Approved 3/12/91.

16) **LINN COUNTY: QUEEN AVE.–CORVALLIS – ALBANY–JUNCTION CITY HIGHWAY:** File 54725 – 272 Sq. Ft.; $810; Approved 3/13/91.

17) **MALHEUR COUNTY: ONTARIO–SNAKE RIVER – OLD OREGON TRAIL HWY. #6:** File 23956 – Containing 0.23 acres; $1,500; Approved 3/27/91.

18) **MARION COUNTY: 12TH ST.–S.E. 24TH ST. – MISSION STREET:** File 54487 (includes File 54488) – Containing 13,500 Sq. Ft.; $9,000; Approved 3/04/91.

19) **MULTNOMAH COUNTY: BURNSIDE BRIDGE–S.E. 39TH – COLUMBIA RIVER HIGHWAY:** File 15753.B – Containing 3,608 Sq. Ft.; $18,000; App. 3/06/91.

20) **MULTNOMAH COUNTY: S.E. CLAY ST.–DIVISION ST. – E. PORTLAND FREEWAY:** File 46625 – Containing 1,875 Sq. Ft.; $2,300; Approved 3/25/91.

21) **MULTNOMAH COUNTY: S.E. DIVISION–S.E. FOSTER – E. PORTLAND FREEWAY:** File 44753 – Containing 107,943 Sq. Ft.; $139,650; Approved 3/22/91.

22) **POLK COUNTY: DOLPH CORNER–RICKREALL – WILLAMINA–SALEM HIGHWAY:** File 18167 (includes 18168) – Containing 3.04 Acres; $2,500; Approved 3/08/91.

23) **POLK COUNTY: MANAGEMENT HOME PURCHASE:** File 6003 016 – Single–family residence located at 2336 Wilark Dr. N.W., Salem OR, on 8,807 Sq. Ft.; $98,000; Approved 3/12/91.

24) **UMATILLA COUNTY: HOLDMAN UPRR O'XING–PENDLETON HWY. (NORTH UNIT) – PENDLETON–COLD SPRINGS HIGHWAY:** File 11067 – Containing 2.75 Acres; $500 (would like approval to trade this excess parcel as part of negotiated agreement on optioned File 6053 005); Approved 3/02/91.

25) **UMATILLA COUNTY: UMATILLA SAND STATION – COLUMBIA RIVER HIGHWAY:** File 12215 – Containing (3 parcels) Parcel 1B – 0.36 Acres; Parcel 2A – 0.08 Acres; and Parcel 3A – 0.15 Acres; $9,800; Approved 3/03/91.

26) **YAMHILL COUNTY: MCMINNVILLE AIRPORT–DAYTON JCT. – SALMON RIVER HIGHWAY:** File 23423 – Containing 0.7 Acres; $1,960; Approved 3/08/91.

AGREEMENTS: (35–48)

27) Easement from Burlington Northern Railroad Company to construct, maintain, replace, repair, remove improvements to existing U.S. Hwy. No. 97 (**THE DALLES–CALIFORNIA HWY.**) where improvements encroach upon and across railroad right–of–way; ODOT Agreement No. RR1313 (See November, 1990 Commission Report under "Agreements," Page 1, Item 10); File 6054 030; $1,500; Approved 2/11/91.

PERSONAL SERVICE CONTRACTS: (35–47)

28) Demolition Contract with Bracelin–Yeager Excavating and Trucking, Inc.; to demolish all buildings down to foundation along Front St., Coquille, remove all debris, and cap sewer lines; remove underground tanks and fill excavated area at 9 E. Main St.; Files 6028 001–6028 010; Start Date: 11/30/90; End Date: 01/16/91; $31,313; Approved 11/30/90.

29) Demolition Contract with Stark Trucking, Inc.; for demolition of building and site improvements at the old Salem Auto Auction Site; File 44618–21; 44740; Start Date: 08/06/90; End Date: 08/27/90; $35,800; Approved 8/06/90.

R/W SERVICE AGREEMENTS: (35–50)

30) R/W Service Agreement #350 with **MULTNOMAH COUNTY**; (This is the "umbrella" agreement with Multnomah County which covers various County road projects not to be constructed with Federal Aid through June 30, 1993); **N.E. CORBETT HILL RD. SECTION – CORBETT HILL RD. (COUNTY ROAD), MULTNOMAH COUNTY**; Misc. C. & A. #9661; EA B626–8279; Approved 8/11/88.

INDENTURES OF ACCESS: (35–54)

31) File 11892 – Indenture of Access with Lovell and Boise Cascade on the Westerly side of the **ENTERPRISE FOREST BOUNDARY SECTION** of the **ENTERPRISE–LEWISTON HIGHWAY**; **WALLOWA COUNTY**; Approved 3/29/91.

32) File 23005 – Indenture of Access with Uher on the Northerly side of the **GRANTS PASS SECTION** of the relocated **REDWOOD HIGHWAY**; **JOSEPHINE COUNTY**; Approved 3/05/91.

33) File 38613 – Indenture of Access with Lewis M. Dodson on the Southerly side of the **SWEET HOME–FOSTER SECTION** of the relocated **SANTIAM HIGHWAY**; **LINN COUNTY**; Approved 12/26/90.

34) File 58479.C – Indenture of Access with Donald F. Anderson on the Northerly side of the **ROSEBURG–DIXONVILLE SECTION** of the **NORTH UMPQUA HIGHWAY**; **DOUGLAS COUNTY**; Approved 2/11/91.

35) File 56817 – Indenture of Access with Hudemann and George on the Easterly side of the **NCL STANFIELD INTERCHANGE SECTION** of the **UMATILLA–STANFIELD HIGHWAY**; **UMATILLA COUNTY**; Approved 2/11/91.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND DRIVE – PACIFIC HIGHWAY WEST:

6044 016	Corvallis Rental Services	$ 3,600	App. 03/12/91
6044 017	Corvallis Rental Services (City of Corvallis)	$ 1,900	App. 03/01/91

CLACKAMAS COUNTY:

BEAR CREEK–KEITH ROAD – WOODBURN–ESTACADA HIGHWAY:

6071 013	James R. & Susan Berreth	$ 400	App. 03/15/91
6071 015	Mt. Hood Council Campfire, Inc.	$ 2,600	App. 03/15/91
6071 018	Bruce D. Kayser	$ 2,500	App. 03/06/91
6071 024	Glen A. & Icel L. Moehnke	$ 4,300	App. 02/26/91
6071 024	Glen A. & Icel L. Moehnke (Supp. Cost–to–Cure)	$ 975	App. 03/04/91

CASCADE HWY. N.–LESTER INTERCHANGE – JOHNSON CREEK BLVD.:

58369	Larry L. & Linda Mascotte	$ 13,500	App. 02/13/91

COOS COUNTY:

COQUILLE REROUTE – COOS BAY–ROSEBURG HIGHWAY:

6028 019	Roseburg Forest Products Co. (Reimbursement of costs 01/01–01/31/91, less discounts not previously credited, Inv. No. 271) (See Sept. report, under Agreements – Pg. 1, #6)	$4,467.90	App. 08/08/90

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 001	Steven J. Tyrholm, S. & M. Tyrholm Investment Co.	$ 1,950	App. 03/19/91
6032 002	Steven J. Tyrholm, S. & M. Tyrholm Investment Co.	$ 5,900	App. 03/19/91
6032 021	State of Oregon, Parks & Recreation Dept.	$ 73,300	App. 03/12/91
6032 030	Joel T. Gisler; Patrick M. Gisler	$ 2,500	App. 03/13/91
6032 034	Robert C. & Bonnie M. Hartsten	$ 3,950	App. 03/19/91
6032 044	Donald E. & Alene I. Innes	$ 4,875	App. 03/15/91
6032 051	Louie & Jean C. Marrieta; Pruitt; Castator; Mault	$ 10,658	App. 03/04/91
6032 053	Marlene K. Slack	$ 12,000	App. 02/27/91
6032 063	Albert F. Williams (Webb)	$ 12,225	App. 02/26/91
6032 083	Bruce Barrett; Gary Barrett	$ 22,850	App. 03/15/91
6032 084	Carroll & Mary Lawrence	$ 8,250	App. 03/15/91

TERREBONNE–O'NEIL JCT. – THE DALLES–CALIFORNIA HIGHWAY:

6054 020	Floyd D. Day	$ 5,040	App. 02/27/91

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

58582	Harry F. McIntyre	$ 28,500	App. 03/04/91
58673	Barbara Pritchett	$ 19,350	App. 03/06/91

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58261	Marvin VanWey Markets, Inc.	$ 2,255	App. 03/04/91
58819	David D. Turner; Annabell Lee Britt; Alice Annie Schumacher	$ 56,990	App. 03/04/91

OPTIONS: **JACKSON COUNTY:** (Continued)

CENTRAL POINT INTERCHANGE - PINE STREET:

58254	Rudolph F. & Ruth H. Hansen	$ 3,750	App. 03/22/91
58257	Paul R. Hug; Mary Ann Hug	$ 5,500	App. 03/19/91
58258	Dorothy Littleton, Successor Trustee (Kight Trust)	$ 2,500	App. 03/11/91

JOSEPHINE COUNTY:

FOOTHILL BLVD.-ROGUE RIVER/REDWOOD HWY. JCT. - REDWOOD HIGHWAY:

58711	Ballinger & Son Industrial Warehousing	$245,000	App. 03/24/91

KLAMATH COUNTY:

CRATER LAKE BOUNDARY-FORT KLAMATH - CRATER LAKE HIGHWAY:

6068 003	Deborah D. Rowland; Cherry E. Rowland; Mark A. Rowland; Cindy A. Havice	$ 1,065	App. 03/15/91
6068 004	John M. Bastianelli, Jr.	$ 800	App. 03/12/91
6068 005	Sydney K. Giacomini	$ 975	App. 03/22/91
6068 006	Edward O. & Georgene A. Taylor	$ 3,050	App. 03/22/91
6068 015	Glenn T. & Rena A. Williams	$ 33,800	App. 03/13/91
6068 016	Ambrose & Susan McAuliffe	$ 150	App. 02/25/91
6068 028	Larry R. & Sherry L. LaFever	$ 800	App. 03/15/91
6068 029	Carolyn Guimond; Adrian Aaby	$ 1,080	App. 03/04/91

LANE COUNTY:

MCKENZIE PASSING BAYS - MCKENZIE HIGHWAY:

LINCOLN COUNTY:

OREGON COAST HWY. @ PACIFIC PLAZA S.C. - OREGON COAST HIGHWAY:

6086 002	Central Lincoln People's Utility Dist.	$ 500	App. 03/27/91

LINN COUNTY:

CORVALLIS-LEBANON INTERCHANGE - PACIFIC HIGHWAY:

56010	C.D. Spencer, Jr., Trustee	$ 100	App. 03/04/91
55563	C.D. Spencer, Jr., Trustee	$ 100	App. 03/04/91
55564	C.D. Spencer, Jr., Trustee (Northrup King)	$ 100	App. 03/04/91
55569	Douglas J. Amsberry (Spencer)	$ 100	App. 03/04/91

MALHEUR COUNTY:

AIRPORT WAY-CAIRO JCT. - OLDS FERRY-ONTARIO:

6042 024	George & Johanna Yanagawa	$ 5,135	App. 03/11/91
6042 025	Hasbe Farms, Inc. (Lees) (land)	$ 4,330	App. 03/11/91
6042 037	Sally G. (Gonzales) Anderson	$ 2,500	App. 02/26/91

Report of Actions Taken Under Delegated Authority
April, 1991 – Page Six

OPTIONS: **MALHEUR COUNTY:** (Continued)

OCI ACCESS RD.–STANTON BLVD. INTERCHANGE – STANTON BLVD.:

6080 006	Nancy Rogers (Garland Rogers, et al)	$ 2,650	App. 03/22/91
6080 008	Jean Eileen (Barber) Banning	$ 150	App. 03/07/91
6080 010	Jan E. Wynn, et al	$ 400	App. 01/17/91
6080 013	Hattie M. Davisson & Clara M. Davisson	$ 600	App. 03/01/91

MARION COUNTY:

MARKET STREET INTERCHANGE – PACIFIC HIGHWAY:

6027 006	Steve Wolfinbarger (Tenant-owned Fixtures)	$ 1,700	App. 03/08/91

MILL CITY–GATES – N. SANTIAM HIGHWAY:

6075 009	Longview Fibre Company	$ 100	App. 03/12/91
6075 011	Barbara & Gene Duvall	$ 100	App. 03/11/91

MULTNOMAH COUNTY:

TERWILLIGER BLVD. INTERCHANGE – PACIFIC HIGHWAY:

6026 003	Portland General Electric	$ 8,800	App. 03/01/91

SHERMAN COUNTY:

EMPLOYEE HOME PURCHASE PROGRAM:

6003 012	David and Andrea Neys (Lot/Residence, less 6%) Location: 2002 – 4th St., Moro OR 97039	$ 37,600	App. 03/20/91

TILLAMOOK COUNTY:

MIAMI RIVER BRIDGE – OREGON COAST HIGHWAY:

58205	Robert & Elaine Galbreath	$ 1,320	App. 02/05/91

UMATILLA COUNTY:

UPRR O'XING–PENDLETON HWY. – PENDLETON–COLD SPRINGS HIGHWAY:

6051 007	Royal Crest, Inc.	$ 400	App. 03/19/91

WALLOWA COUNTY:

ENTERPRISE MAINTENANCE SITE – GOLF COURSE COUNTY ROAD:

6006 001	Charles R. & Joyce M. Dicus	$ 500	App. 12/14/90

WASHINGTON COUNTY:

PACIFIC HWY. @ EDY/SCHOLLS – PACIFIC HIGHWAY WEST:

6060 005	Sharon L. Reeder; Bonnie L. Stellflug;	$ 3,000	App. 03/12/91
6060 010	Sherwood Peddler Investors, Ltd. #2 (Myers)	$ 125	App. 03/22/91

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5/21/91

Report of Actions Taken Under Delegated Authority
April, 1991 - Page Seven

OPTIONS: (Continued)

WHEELER COUNTY:

MITCHELL-KEYES CREEK (WEST UNIT) - OCHOCO HIGHWAY:

6067 002	Frank & Roberta LeMay	$	400	App. 03/06/91
6067 007	Patrick G. Perry & Lana J. Perry	$	375	App. 03/19/91
6067 008	Alva G. and Barbara J. Clark	$	915	App. 03/19/91

Dated this 29th day of April ,1991

Steven Green, Right of Way Manager

G

5/21/91

DATE: **MAY, 1991**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **JACKSON COUNTY: GOLD HILL-SAMS CREEK - SAM VALLEY HIGHWAY:** File 17101 Containing 1.46 acres; 2,600; Approved 4/16/91.

JOSEPHINE COUNTY: FOOTHILL BLVD.-ROGUE RVR./REDWD. JCT. - REDWOOD HWY.:

2) File 57376 (includes File 57378) - Containing 11,790 Sq. Ft.; $2,975; Approved 4/26/91.
3) File 57406 - Containing 10,710 Sq. Ft.; $4,100; Approved 4/29/91.

4) **SHERMAN COUNTY: MANAGEMENT HOME PURCHASE PROGRAM:** File 6003 012 - A double-wide Mobile of 1,483 Sq. Ft. on a 15,500 Sq. Ft. (.36 acre) lot located at 2002 Fourth St., Moro OR 97039.

UMATILLA COUNTY: WASHINGTON STATE LINE-OLD OREGON TRAIL - MCNARY HWY.:

5) File 52402 - Containing 47.5 Acres; $3,600; Approved 4/24/91.
6) File 50823 (includes 50827) - 5.98 Acres; $3,000; Approved 4/24/91.

PERSONAL SERVICE CONTRACTS: (35-46)

7) Demolition Contract with Emmert International for the removal of single-family residence @ 11725 N.W. Skyline Rd., Portland; File 58526; Start Date: 1/09/91; End Date: 04/09/91; $5,891; Approved 1/09/91.

8) Demolition Contract with Konell Construction Co., Inc. for the demolition of a 12-unit apt. complex @ 7710 S.W. Terwilliger Blvd., Portland OR, and removal of resultant debris including foundation; hazardous materials are to be removed and disposed of in compliance with DEQ; File 6026 002; $47,487; Start Date: 04/26/91; End Date: 06/11/91.

9) Building Repair Contract with Mt. Hood Roofing Co., Inc. for re-roofing (and related work) of office bldg./garage @ 3637 N.E. Sandy Blvd., Portland; Installation of new drains; cleanup of all debris; File 51295; Start Date: 04/04/91; End Date: 06/11/91; $9,500; Approved 04/04/91.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35-41)

BENTON COUNTY:

MARY'S RIVER-KIGER ISLAND DRIVE - PACIFIC HIGHWAY WEST:

6044 020	Pacificorp (dba Pacific Power & Light)	$ 2,400	App. 04/05/91
6044 057	Croaro Living Trust	$ 3,500	App. 04/15/91
6044 095	Raymond R. & Stephanie Woods	$ 6,525	App. 04/05/91

Report of Actions Taken Under Delegated Authority
May, 1991 - Page Two

OPTIONS: (Continued)

CLACKAMAS COUNTY:

BEAR CREEK-KEITH ROAD - WOODBURN-ESTACADA HIGHWAY:

6071 023	Kenneth L. & Barbara J. Manns	$ 7,225	App. 04/02/91

TACOMA ST. INTERCHANGE-17TH AVE. - PACIFIC HWY. EAST:

6041 004	Eastgate Theatre, Inc.		
$149,750	App.	04/18/91	

COOS COUNTY:

COQUILLE RIVER BRIDGE - COQUILLE-BANDON HIGHWAY:

58903	Division of State Lands	$ 798.25	App. 04/19/91
6028 019	Roseburg Forest Products Co. (Reimbursement of Eng. Design/other costs, 2/01/91 through 2/28/91, Inv. No. 295 with adjustments)	$538,918.22	App. 08/08/90

DESCHUTES COUNTY:

O'NEIL JUNCTION-NORTH CITY LIMITS REDMOND - THE DALLES-CALIFORNIA HIGHWAY:

57601	Spectrum Properties, Inc.	$ 2,100	App. 04/22/91

O'NEIL JUNCTION-REDMOND COUPLET - THE DALLES-CALIFORNIA HIGHWAY:

57598	Ronald D. & Ann J. Smith	$ 800	App. 04/05/91

REDMOND-BEND (NORTH UNIT) - THE DALLES-CALIFORNIA HIGHWAY:

6032 023	Vernon R. Morgan; Gertrude J. Morgan; James D. Morgan; Susanne L. McMillan; Pamela K. Morgan McClain	$ 10,900	App. 04/22/91
6032 032	Young & Morgan Timber Co. (Vernon R. Morgan & Robert C. Young)	$ 4,950	App. 04/22/91
6032 043	Charles R. & Annie L. Bayless	$ 10,353	App. 04/09/91
6032 071	Louis & Rosanne Dennison	$4,929.17	App. 04/15/91
6032 081	Harry J. & Beverly M. Fagen	$ 45,500	App. 04/02/91

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE - PACIFIC HIGHWAY:

58673	Barbara Prichett (Doyle)	$ 19,350	App. 03/06/91
58854	James E. & Susie L. Burks	$ 22,900	App. 04/02/91

N.W. HOOKER RD.-N.E. ALAMEDA AVE. - OAKLAND-SHADY HIGHWAY:

58767	Wallace H. & Susan Turpin	$ 650	App. 04/15/91
58768	James F. & Virginia R. Marr	$ 400	App. 04/18/91
58824	Robert & Leota P. LeBleu	$ 450	App. 04/25/91

Report of Actions Taken Under Delegated Authority
May, 1991 - Page Three

OPTIONS: (Continued)

HOOD RIVER COUNTY:

MT. HOOD-LONG PRAIRIE - MT. HOOD HIGHWAY:

57116	Philip W. Jensen	$ 3,550	App. 04/02/91
57123	Phil Howell	$ 150	App. 04/25/91
57126	Denzel M. Green	$ 150	App. 04/05/91
57247	Katherine Green	$ 300	App. 04/02/91

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE - PACIFIC HIGHWAY:

58263	Edwards Surveying & Planning	$ 150	App. 04/05/91

CENTRAL POINT INTERCHANGE - PINE STREET:

58255	Rudolph & Linda Hansen	$ 4,750	App. 04/15/91

JEFFERSON COUNTY:

PELTON DAM-RIMROCK RANCH - WARM SPRINGS HIGHWAY:

58248	Jerold W. & Dorothy A. Ramsey	$ 364	App. 04/19/91

KLAMATH COUNTY:

CRATER LAKE BOUNDARY-FORT KLAMATH - CRATER LAKE HIGHWAY:

6068 014	Walter Meshke	$ 3,000	App. 04/18/91

LANE COUNTY:

MCKENZIE PASSING BAYS - MCKENZIE HIGHWAY:

58871	Lula Larson; Melvin A. Larson	$ 150	App. 03/29/91

LINCOLN COUNTY:

OREGON COAST HWY. @ PACIFIC PLAZA SHOP CENTER - OREGON COAST HIGHWAY:

6086 002	Central Lincoln P.U.D.	$ 500	App. 03/27/91

LINN COUNTY:

QUEEN AVENUE-CORVALLIS/LEBANON HWY. - ALBANY-JUNCTION CITY HIGHWAY:

55441	Earl K. Powell; Maurine K. Wesenick Powell	$ 2,250	App. 03/28/91
55454	Paul D. & Shirley Minshall	$ 2,400	App. 03/29/91
55555	Robert & Ada Taylor	$ 900	App. 04/15/91
55559	Albert & Janice Soto	$ 1,500	App. 04/02/91
55567	D. Keith & Carolyn Le Oakley	$ 150	App. 03/29/91
55568	Wayne & Thelma Oakley	$ 3,200	App. 04/02/91
55570	George VanDyke Trucking, Inc.	$ 1,200	App. 04/02/91
55571	Ralph S. & Elsie B. Turner	$ 100	App. 03/29/91
55572	Henry M. Egner, Jr. (Hough)	$ 100	App. 03/29/91
55580	Kin Foo Chan & Ying Chou Chan	$ 150	App. 04/25/91

OPTIONS: (Continued)

MALHEUR COUNTY:

AIRPORT WAY-CAIRO JCT. – OLDS FERRY-ONTARIO HIGHWAY:

6042 009	Jeffrey & Lois Saito	$ 3,100	App. 04/19/91
6042 047	Joe F. Gosmeyer	$ 400	App. 03/29/91

MARION COUNTY:

12TH-24TH STREETS S.E. – MISSION STREET:

58665	Confederation of Oregon School Administrators	$ 1,650	App. 04/19/91

MILL CITY-GATES – N. SANTIAM HIGHWAY:

6075 004	A.J.F. Investment	$ 4,250	App. 03/29/91
6075 005	Frank Lumber Company, Inc.	$ 400	App. 03/25/91

MULTNOMAH COUNTY:

174TH @ S.E. DIVISION – S.E. 174TH:

58613	Rockwood Enterprises (% Edward L. Kalberg)	$ 1,000	App. 02/13/90

TILLAMOOK COUNTY:

NESTUCCA RIVER BRIDGE – OREGON COAST HIGHWAY:

6056 001	David A. Hale	$ 19,470	App. 04/02/91

WALLOWA COUNTY:

FOREST BOUNDARY-ENTERPRISE – ENTERPRISE-LEWISTON:

6090 001	Joseph N. Stangel; Robert G. Stangel; & Richard C. Stangel	$ 2,350	App. 04/15/91
6090 002	Joseph N. Stangel; Robert G. Stangel; & Richard C. Stangel	$ 2,500	App. 04/19/91
6090 003	Clyde L. & Helen M. Stonebrink	$ 100	App. 03/29/91
6090 005	Donald P. & F. Lucile Wallace	$ 900	App. 03/29/91
6090 006	Joseph Wesley & Rowena C. Patton	$ 400	App. 03/29/91
6090 007	Brainard W. James; Flora A. James	$ 100	App. 03/29/91
6090 008	Stanley C. & Leia H. Simmons	$ 100	App. 04/18/91
6090 009	Robert J. & Claire M. Casey	$ 100	App. 04/05/91
6090 010	H. R. Krebs	$ 150	App. 03/29/91
6090 011	Boise Cascade Corporation	$ 100	App. 03/29/91

WASHINGTON COUNTY:

BEAVERTON-HILLSDALE – SCHOLLS HIGHWAY:

6007 049	Washington County	Donation	App. 4/18/91
6007 050	" "	"	App. "

OPTIONS: **WASHINGTON COUNTY:** (Continued)

BEAVERTON-TUALATIN HIGHWAY:			
6007 074	Washington County	Donation	App. 04/29/91
6007 075	" "	"	App. "
CORNELL ROAD INTERCHANGE - SUNSET HIGHWAY:			
58850	Tualatin Hills Parks & Recreation Dist.	$ 800	App. 04/09/91
58851	Tualatin Hills Parks & Recreation Dist.	$ 100	App. 04/09/91
FARMINGTON HIGHWAY:			
6007 058	Washington County	Donation	App. 04/29/91
6007 066	" "	"	App. "
6007 067	" "	"	App. "
6007 068	" "	"	App. "
6007 069	" "	"	App. "
6007 070	" "	"	App. "
6007 071	" "	"	App. "
6007 072	" "	"	App. "
6007 073	" "	"	App.
PACIFIC HWY. @ EDY/SCHOLLS - PACIFIC HIGHWAY WEST:			
6060 012	Alprop Company	$ 100	App. 04/09/91
6060 013	Portland General Electric Company	$ 10,950	App. 03/29/91
6060 016	Clarence Dean Langer, Jr., et al	$ 1,200	App. 04/02/91
6060 019	Herbert H. Borchers; Mildred M. Borchers;	$136,400	App. 04/19/91
SCHOLLS HIGHWAY:			
6007 059	Washington County	Donation	App. 04/29/91
6007 060	" "	"	App. "
6007 061	" "	"	App. "
6007 062	" "	"	App. "
6007 063	" "	"	App. "
6007 064	" "	"	App.
S.W. BEAVERTON-HILLSDALE HIGHWAY:			
6007 065	Washington County	Donation	App. 04/29/91
TUALATIN VALLEY HIGHWAY:			
6007 051	Washington County	Donation	App. 04/29/91
6007 052	" "	"	App. "
6007 053	" "	"	App. "
6007 055	" "	"	App. "
6007 056	" "	"	App. "
6007 057	" "	"	App. "
6007 076	" "	"	App. "
6007 077	" "	"	App. "
6007 078	" "	"	App.

Report of Actions Taken Under Delegated Authority
May, 1991 – Page Six

OPTIONS:	**WASHINGTON COUNTY:**	TUALATIN VALLEY HIGHWAY:	(Continued)		
6007 079	"	"	"	App.	"
6007 080	"	"	"	App.	"
6007 081	"	"	"	App.	"
6007 082	"	"	"	App.	"
6007 083	"	"	"	App.	"

WHEELER COUNTY:

MITCHELL-KEYES CREEK (WEST UNIT) – OCHOCO HIGHWAY:

6067 014	Charles C. & Chloie C. Maxwell	$ 2,450	App. 03/22/91

Dated this 6th day of May ,1991

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Planning Engineer, the following actions were taken:

1) On February 19, 1991, approved Supplement No. 1 to a personal service contract with Northwest Economic Associates, Inc. for the US-30 Multimodal Corridor Study. The supplement extends the completion date from February 28 to March 29, 1991, at no additional cost. (Original contract approved by Transportation Commission January 23, 1990.)

2) On March 7, 1991, approved a personal service contract with Public Financial Management for a financial analysis of the proposed road funding program resulting from the 1991 Roads Finance Study. This contract is effective March 13 through April 30, 1991, at a cost not to exceed $6,500.

Dated this 25th day of April, 1991

Robert E. Royer
Planning Engineer

April 23, 1991

- 9990 -

731-0314A (10-90)

I

5/21/91

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Benton Electric,Inc. Contract No. 10678 Acceptance Date: March 1,1991	Silverton Road N.E. at Hawthorne Ave. Marion County
Dice Construction,Inc. Contract No. 10922 Acceptance Date: March 1,1991	Emil Creek - Mt Hood Winery Hood River County
Paul Bros. Contract No. 10490 Acceptance Date: March 12,1991	East Portland Fwy.- Clackamas Comm. College Clackamas County
West Coast Structures Contract No. 10665 Acceptance Date: March 12,1991	Siletz Highway Bridges Lincoln County
Tice Electric Co. Contract No. 10831 Acceptance Date: March 12,1991	N.E. Grand Ave. at N.E. Halsey Street(Portland) Multnomah County
2G Construction Contract No. 10973 Acceptance Date: March 12,1991	Region 2 Bridge Fencing Projects Linn County
Blue Mountain Paving Co. Contract No. 10593 Acceptance Date: March 13,1991	Pine Creek Road - UPPR Crossing(Unit 1) Baker County
Benton Electric,Inc. Contract No. 10677 Acceptance Date: March 13,1991	Marion St.- State St. Marion County

Progressive Contractors,Inc. Contract No. 10768 Acceptance Date: March 13,1991	Columbia Rv.(Interstate) Bridge Mult.Co.,Or.& Clark Co. WA
Michael A. Becker,Gen. Contractor Contract No.10833 Acceptance Date: March 13,1991	Catherine Creek(Union) Bridge Union County
Johnson Rock Products,Inc. Contract No. 10837 Acceptance Date: March 13,1991	Empire - Coos Bay Hwy. at Woodland Dr. Coos County
White and White,Inc. Contract No. 10974 Acceptance Date: March 13,1991	S.C.L. Portland - N.C.L. West Linn Clackamas & Multnomah
White Construction Co. Contract No.10813 Acceptance Date: March 18,1991	Main St.-Shute Park(Hillsboro) Washington County
Paul Bros.,Inc. Contract No. 10557 Acceptance Date: April 10,1991	N.E. Failing St.- S.Banfield Interchange Multnomah County
TRi-State Construction,Inc. Contract No. 10561 Acceptance Date: April 10,1991	John Day River Bridge Clatsop County
Eucon Corporation Contract No. 10701 Acceptance Date: April 10,1991	Lawen Section Harney County
Hamilton Construction Co. Contract No. 10775 Acceptance Date: April 10,1991	Butler Bridge Lincoln County
Babler Bros.,Inc. Contract No. 10807 Acceptance Date: April 10,1991	N.Chautaqua Blvd.- N.Delaware Ave. Multnomah County
S&L Landscaping,Inc. Contract No. 10817 Acceptance Date: April 10,1991	Cannon Beach Junction Clatsop County

James W. Fowler Co.
Contract No. 10819
Acceptance Date: April 11,1991

Fremont Highway -
Warner Ski Area

Bracelin - Yeager Excavating
Contract No. 10839
Acceptance Date: April 11,1991

Hover Hill Rd.-
Brockway Road
Douglas County

Babler Bros.,Inc.
Contract No. 10856
Acceptance Date: April 11,1991

Mud Hollow Rd.-MP 13.25
Sherman County

Marca Electric,Inc.
Contract No. 10918
Acceptance Date: April 11,1991

N.6th &7th Sts. at Hillcreast Dr.(Grants Pass)
Josephine County

East County Electric Co.
dba Highlite Conctruction Co.
Contract No. 10966
Acceptance Date: April 11,1991

Sampling Loops(16 Areas)
Portland

Multnomah County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$ 27,374,582.75	$ 144,200,521.64
Anticipated Costs	$ 27,965,943.79	$ 143,512,258.20
Percentage Overrun (Underrun)	+2.2%	-0.50%

for Kenneth D. Kamerer
Wayne F. Cobine, Manager
Office of Operations
Date 4-15-91

BMW:bmw

DELAUTH

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On March 28, 1991, approved Supplement No. 2 to a personal service contract with Martech Associates, Inc., for an efficiency study of the Office of Operations. This supplement extends the completion date to June 30, 1991. (Chairman Hollern approved original contract on March 6, 1990.)

Dated this 24 day of April, 1991

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

April 23, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following actions were taken:

1) On March 15, 1991, approved an agreement with Chemeketa Community College for a Defensive Driving Course on April 9, 1991, at a cost not to exceed $850.00.

2) On March 27, 1991, approved an intergovernmental agreement with Benton County for a construction report on the Benton County Plusride Project (Alpine Cutoff Road). This agreement is effective April 9 through July 9, 1991, at a cost not to exceed $2,000.

Dated this 26 day of April, 1991

W. J. Quinn

W. J. Quinn
Engineer of Materials and Research

April 23, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following actions were taken:

1) On December 26, 1990, approved Supplement No. 2 to a personal service contract with Cooper Consultants, Inc., for preliminary engineering on the 209th Avenue-Murray Boulevard Section of Farmington Highway in Washington County. This supplement extends the completion date to January 29, 1991. (Original contract approved by Oregon Transportation Commission July 22, 1986.)

2) On March 29, 1991, approved a personal service contract with Preston, Thorgrimson, Shidler, Gates, and Ellis covering land use findings for the Westside Corridor. This contract is effective March 29, 1991, through December 31, 1991, at a cost not to exceed $9,500.

Dated this 25 day of April, 1991

Don Adams
Region 1 Engineer

April 23, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following actions were taken:

1) On March 13, 1991, approved an agreement with Yamhill County for use of existing State-owned sanding materials and equipment from stockpile sites in McMinnville, Newberg, Yamhill, and Sheridan.

2) On March 29, 1991, approved Supplement No. 2 to a personal service contract with Golder Associates Inc. for an engineering evaluation of the Arch Cape Tunnel on the Oregon Coast Highway in Clatsop County, which extends the completion date to May 31, 1991. (Jay McCrae signed for Husby)

Dated this 26th day of April, 1991

Ken Husby
Region 2 Engineer

April 23, 1991

731-0314A (10-90)

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5/21/91

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1. On February 8, 1991, approved a personal service contract with Cogan, Sharpe, Cogan to perform an additional assessment of DMV Headquarters Building alternatives. The contract covers the period of February 12, 1991 to April 30, 1991 at a cost of $ 7,195.00.

Dated this 3RD day of APRIL, 1991

David P. Moomaw, Administrator
Motor Vehicles Division

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5/21/91

Oregon

DEPARTMENT OF TRANSPORTATION

Aeronautics Division

April 30, 1991

COM 5-1

MEMO TO: Oregon Transportation Commission

FROM: Paul Meyerhoff II
Aeronautics Administrator

SUBJECT: Agenda Item for May 21, 1991 Commission Meeting
(Actions by Aeronautics Administrator under delegated authority)

The following information report is submitted regarding contractual and real property actions taken by me under the authority delegated by the Transportation Commission.

It will appear on the agenda as an information only item.

Contractual Action

1. 10/2/90 Amendment #2 to Personal Services contract with Centruy West Engineering dated July 13, 1989, Siletz Bay State Airport, extends completion date to 10/31/90.

2. 10/31/90 Amendment #1 to Professional Services Agreement, Aurora State Airport, Devco Engineering, Inc., modifies critical date schedudle, extends completion date, increases amount of contract by $16,092 to a total of $71,697.00.

3. 11/5/90 Unicom Use Permit, Prospect State Airport, Walter and Jenny Ridge (perpetual).

4. 11/16/90 Wasco State Airport, Amendment #5 to Personal Services Contract dated January 12, 1987, extends completion date to 1/31/91.

5. 2/7/91 Personal Services Contract with Devco Engineering, Inc., Chiloquin State Airport, prepare airport property map, $2,260, completion date 5/30/91.

6. 2/7/91 Amendment No. 6 to Personal Services Contract, Wasco State Airport, extends completion date to 3/31/91.

7. 2/20/91 Amendment No. 4 to Personal Services Contract, Wasco State Airport, increases payment to contractor $5,000.00 to $19,616.00.

3040 25th Street SE
Salem, OR 97310-0100
(503) 378-4880
FAX (503) 373-1688
Toll-free 1-800-874-0102

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5/21/91

8.	3/28/91	Amendment #3 to Professional Services Agreement dated August 16, 1988, Wilsey and Ham Pacific, Bandon State Airport, extends completion date to 6/30/91.
9.	3/29/91	Amendment #6 to Professional Services Agreement dated 7/5/89, Reid Middleton, Bandon and Brookings State Airports Master Plans, increases contract amount to $97,490.00

Real Property Action

1.	10/24/90	Termination of Noncommercial Hanger Site Lease, Lebanon State Airport, Site E-3, F.C. Schwindt, effective 10/31/91.
2.	11/1/90	Amendment No. 2 to Noncommercial Hanger Site Lease, Independence State Airport, Site 8, Ronald Brown and Mark Honse, increase square footage and annual rental, effective 10/1/91.
3.	11/5/90	Noncommercial Hanger Site Lease, Independence State Airport, Site 17, Andy Anderson, $202.50 annually, expires 6/30/95.
4.	11/5/90	Caretaker Lease Permit, Prospect State Airport, Walter and Jenny Ridge, no monetary consideration, expires 10/31/91.
5.	11/13/90	Noncommercial Hanger Site Lease, Independence State Airport, Hanger Site 14, Gordon Clappison, $202.50 annually, expires 10/31/95.
6.	11/14/91	Ingress/Egress Permit, Pinehurst State Airport, Jim Starkey and Charles Russell, $30 annually, expires 5/31/95.
7.	11/14/90	Termination of Caretaker Lease Agreement and UNICOM Agreement, Prospect State Airport, Dave Moran, effective 10/31/90.
8.	11/21/90	Assignment of Lease, Independence State Airport, Larry Kruljac to Robin Kruljac, effective 11/8/90.
9.	12/27/90	Amendment No. 1 to Noncommercial Hanger Site Lease dated May 21, 1990, Independence State Airport, Site 2, effective 11/20/90, names new authorized representative.

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5/21/91

10.	1/9/91	Noncommercial Hanger Site Lease, Lebanon State Airport Site, W-11, Sam Ybarra, $135 annually, expires 12/31/91.
11.	1/22/91	Noncommercial Hanger Site Lease, Wakonda Beach State Airport, Site 1, Roger Grady and Charles Osborn, $84.00 annually, expires 10/31/93.
12.	1/26/91	Amendment No. 2 to Flying Service Lease, Independence State Airport, remove 3 tiedown spaces from leased premises, Thomson Aviation, Inc.
13.	1/30/91	Noncommercial Hanger Site Lease, Independence State Airport, Site 4, Edward J. Rouleau, $243.20 annually, effective 1/20/91, expires 1/19/96.
14.	2/7/91	Noncommercial Hanger Site Lease, Lebanon State Airport, Site E-11, William Lohr, $135.00 annually, expires 12/31/95.
15.	2/25/91	Noncommercial Hanger Site Lease, Lebanon State Airport. Site E-13, Ellis Hallman, $135.00 annually, expires 12/31/91.
16.	2/28/91	Amendment No. 2 to Noncommercial Hanger Site Lease, Independence State Airport, Site 7, Experimental Aircraft Association, delete premises area held under option.
17.	2/28/91	Noncommercial Hanger Site Lease, Lebanon State Airport, Site NE-1, Rick Franklin Corporation, $567.00 annually, expires 10/16/91.
18.	3/2/91	Commercial Ingress/Egress Agreement, Aurora State Airport, George Jacobson, $10 per aircraft monthly, expires 10/31/95.
19.	3/6/91	Amendment No. 5 to Septic Tank Sewage System Use Permit, Lebanon State Airport, Wood Products Machine Erectors, Inc., extends term of agreement to 3/4/96.
20.	3/23/91	Noncommercial Hanger Site Lease, Cottage Grove State Airport, Site N-11, Raymond Dick, $185.00 annually, expires 3/31/96.
21.	3/28/91	Noncommercial Hanger Site Lease, Bandon State Airport, Site 1, Walter A. Lively, $390.00, expires 3/31/96.

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5/21/91

22.	4/1/91	Noncommercial Hanger Site Lease, Lebanon State Airport, Site 6, Larry Kruljac, $270.00 annually, expires 2/20/96.
23.	4/1/91	Noncommercial Hanger Site Lease, Cottage Grove State Airport, Site N-13, Marvin C. & Kay Ramsey, $185.00 annually, expires 2/13/96

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Report of Trials

State v. Amos
L - 9511
R - 57694
Section: Camas Valley
Highway: Coos Bay-Roseburg
County: Douglas
Comments: State offered $15,350 for residential and commercial taking. Defendants answered in the amount of $57,800. The jury believed the State's testimony regarding the value of the property taken, but added defendant's testimony that there were damages because it was no longer feasible to operate the gas station-grocery store. State's appraiser Fred Dayton was at $38,661 and Jeff Marineau at $16,500. The verdict was $37,500.
Attorney: Roger R. Warren

State v. Grotting
L - 9561
R - 6028 007
Section: Coquille Reroute
Highway: Coos Bay-Roseburg
County: Coos
Comments: State offered $48,825 for the taking of a tavern and apartments. Defendants answered in the amount of $93,000. The State's 30-day offer was $57,000. The jury split the difference between the State's testimony and the defendant's testimony, returning with a verdict of $70,000.
Attorney: Roger R. Warren

State v. Hale
L - 9556
R - 57800
Section: Spangler Hill-Mulino
Highway: Cascade Highway South
County: Clackamas
Comments: State's offer was $14,125. The 30-day offer was $20,101. Defendants answered in the amount of $58,700. Defendant's only expert was Bud Dawell, whose testimony was extremely inflated based on unfounded assumptions which the jury found to be somewhat persuasive. The verdict was $26,500.
Attorney: Lynn D. Larsen

CASES TRIED

State v. Capps
L - 9563
R - 6028-012
Section: Coquille Reroute
Highway: Coos Bay-Roseburg
County: Coos
Comments: State offered $40,001 in its 30-day offer. Defendants answered in the amount of $72,000. The jury appeared to agree with the State's testimony regarding the value of the property at the time defendant bought it, but disagreed with the State's testimony that the property had not increased in value. The jury's verdict was $42,500.
Attorney: Roger R. Warren

State v. Cromwell
L - 9564
R - 6028-013
Section: Coquille Reroute
Highway: Coos Bay-Roseburg
County: Coos
Comments: State offered $22,650. Defendants answered at $60,000. The 30-day offer was $30,000. The jury's verdict was $28,918.
Attorney: Robert A. Petersen

Other Trials

In the Matter of the Appeal from an Order of Multnomah County Board of Equalization Concerning the Assessment of Real Property for the 1988-89 Tax Year
Appeal of: State of Oregon-Highway Division
Case No.: 88-2456
Type of Tax: Commercial
Tax Year(s): 1988-89
Comments: State contended the value did not exceed $570,000. The County conceded the property was worth not less than $775,000. The hearing's officer for the Department of Revenue found that the value was $650,000.
Attorney: Roger R. Warren

Report of Condemnation Cases Settled

State v. Blau
L - 9559
R - 55606
Section: Lincoln Beach-Fogarty Creek
Highway: Oregon Coast
County: Lincoln
Comments: Defendants have answered in the amount of $20,000. The State had offered $15,000. The $17,000 figure was a compromise in light of defendant's planned testimony on damages because of the rerouting of traffic patterns to this commercial site. Because the State planned a park, the access would have been limited to a right-in right-out.
Attorney: Wendy J. Paris

State v. McCarty
L - 9554
R - 55463
Section: Queen Ave.-Corvallis Hwy.
Highway: Albany-Junction City Highway
County: Lane
Comments: Defendants accepted State's 30-day offer of $150,001.
Attorney: John R. McCulloch, Jr.

State v. Masterson
L - 9539
R - 58034
Section: Forge Rd.-Lobert Rd.
Highway: The Dalles-California
County: Klamath
Comments: State offered $2,170 for fee taking of .6 acres of agricultural land. Defendants answered in the amount of $35,500. The State settled the case for $7,500 on the basis the property had commercial value and had lost part of its river frontage.
Attorney: Roger R. Warren

State v. Collins
L - 9477
R - 57409
Section: Foothill Blvd.-Roger River/Redwood Hwy. Jct.
Highway: Redwood
County: Josephine
Comments: Defendants accepted State's 30-day offer of $30,516.60.
Attorney: Roger R. Warren

cases settled

State v. Grabhorn
L - 9593
R - 58198
Section: Cherry Lane-Hess Street
Highway: Warm Springs
County: Jefferson
Comments: Defendants accepted State's 30-day offer of $750.
Attorney: Roger R. Warren

State v. Schmidt
L - 9533
R - 57689
Section: Lake Creek-Pacific Highway
Highway: Corvallis-Lebanon
County: Linn
Comments: Defendants accepted State's 30-day offer of $25,500.
Attorney: Roger R. Warren

State v. Tuttle
L - 9641
R - 6050-005
Section: Forge Road, Lobert Road
Highway: The Dalles-California
County: Klamath
Comments: State offered $4,200 in its 30-day letter which defendants accepted.
Attorney: Robert A. Petersen

Report of Condemnation Cases Optioned [Dismissed]

State v. Royal Crest
L - 9682
R - 6051007
Section: UPRR O'Xing - Pendleton Hwy. (South Unit)
Highway: Pendleton - Cold Springs
County: Umatilla
Comments: Settled by Right of Way

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
P	5/21/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

April 9,1991

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On April 9, 1991 , $ 8,116,121.16 was distributied to the counties as their share of motor vehicle revenues for the month of April ,1991.

On April 9, 1991 , $ 5,141,598.56 was distributed to the cities for the month of April , 1991.

(List of apportionments on file in Commission Files, Salem.)

Dated this 9th day of April ,1991.

Douglas R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

The Oregon Transportation Commission held their regular monthly meeting at 8:30 a.m., June 25, 1991, in Room 122 of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Tony B. Lewis, Assistant Director for Finance
Donald E. Forbes, State Highway Engineer
Erik East, representing Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Robert G. Clour, Division Administrator, Federal Highway Administration
Regina Bochsler, Commission Services

There were other staff persons present, including a reporter from The Oregonian.

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the following meetings:

   May 9, 1991 (Executive Session)
   May 17, 1991 (Executive Session)
   May 21, 1991

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2834 in Commission's files, Salem.)

3) Survey map and adopted resolution covering the Catching Slough Bridge Section of the Coos River Highway in Coos County. (Highway Corridor & Design Resolution No. 498 in Commission's files, Salem.)

(Continued on next page)

4) Planning fund agreements to provide Federal pass-through funds to the following metropolitan planning organizations to carry out ongoing transportation planning under the 3C planning process during Fiscal Year 1992: (Authorized State Highway Engineer to sign necessary agreements.)

Agreement	Urbanized Area
Rogue Valley Council of Governments	Medford-Central Point
Lane Council of Governments	Eugene-Springfield
Mid-Willamette Valley Council of Governments	Salem-Keizer
Cowlitz-Wahkiakum Governmental Conference	Longview-Kelso-Rainier
Metropolitan Service District	Portland-Vancouver

5) Authorized State Highway Engineer to sign a personal service contract for consultant services on the Pacific Coast Highway Corridor Planning Study. (Funding for the study was approved on March 20, 1990.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Assistant Director for Administration	Exhibit B
Assistant Director for Strategic Planning and Communications	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Manager	Exhibit H
Engineer of Materials and Research	Exhibit I
Region 1 Engineer	Exhibit J
Region 3 Engineer	Exhibit K
Region 4 Engineer	Exhibit L
Assistant Attorney General	Exhibit M
Highway Controller/Assistant Director of Finance	Exhibit N

The Commission confirmed their next meeting date of July 23, 1991, in Salem. A luncheon will be held following the formal meeting with the Jackson Scholars.

The Commission tentatively set August 20, 1991, for a telephone meeting.

Mr. Bothman mentioned the following events:

August 24, 1991	Dedication of Alsea Bay Bridge in Waldport
September 5 and 6, 1991	Coastal Conference in Newport
September 16 and 17, 1991	Commission meeting in Klamath Falls

Mr. Forbes told the Commission that interviews with the four finalists for Administrator of the Motor Vehicles Division are tentatively scheduled for July 2, 1991. He said the starting date for the successful candidate will depend on the availability of the chosen person. He noted that there were 358 applications filed for this position.

Mr. Moomaw requested approval to enter into a personal service contract with Trans 360, Inc. in an amount not to exceed $97,000 for the 1991-93 biennium to provide training to Division driver license examiners. He said this Company would train approximately 34 examiners how to administer the commercial driver license examinations which require specialized skills and knowledge. The Company would provide trainers, commercial vehicles, and a training facility. Commissioner Ford moved for approval of the contract. The motion carried unanimously and the Commission authorized the Motor Vehicles Administrator to sign the necessary contract.

Joan Plank, Motor Vehicles Division Legislative Coordinator, briefed the Commission on their pending legislation. She said the fee bill which would have generated $8.8 million will not be approved this session; however, four other major bills stand a chance of passing which include: 1) legislation to encourage conducting DMV business by mail, estimated to save the Division $1.5 million; 2) a bill related to the hearing process saving about $600,000 and reducing positions; 3) a measure for Oregon to comply with Federally-mandated odometer requirements costing $1,000,000 to implement; 4) a Federal drug bill (suspending licenses of persons convicted of drug offenses).

Ms. Plank said it is possible that the motor voter bill that would encourage DMV customers to register to vote and legislation that would create Oregon Trail vehicle license plates to commemorate the Trail's 150th anniversary may also pass this session.

Mr. Forbes requested approval to increase the personal service contract with Golder Associates by $45,000 for a revised geotechnical investigation on the Rocky Point Viaduct of US101, Oregon Coast Highway, M.P. 303.2, in Curry County. He said the original contract amount of $125,000 was approved by the Commission on March 20, 1990, but because of unforeseen adverse geol
changed. Commissioner Bc
to a new total of $170
Commission authorized th

Orig approval 125.000
Orig cont. spent 118.000 } $7.000 left to spend
$45.000 auth. 6/25/91
new suppl. prepared for $45,000 new $
$7,000 prev. approved $
$52.000

Mr. Forbes requested approval of a supplemental contract with Lindberg/Chrisman Architects covering the building architectural engineering services contract. He said the additional authorization would permit economical and continued use of the newly-developed design standard for highway maintenance stations. The maintenance station projects are included in the approved Highway Capital Construction Program. The requested increase of $45,000 would bring the new total to $95,000. Vice Chairman Whitty moved for increasing the contract. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary supplemental contract.

Mr. Forbes requested authority to cancel one project, add two projects to the Construction Section, and advance a project from the Development Section to the Construction Section of the 1991-96 Six-Year Highway Improvement Program. Commissioner Bolender moved and the motion carried unanimously approving the following changes to the Program: (The State Highway Engineer was authorized by the Commission to sign the necessary agreements.)

CANCEL THE FOLLOWING PROJECT

Dooley Mountain (Rockfall); OR245, Dooley Mountain Highway, Baker County. Current project authorization $166,000.

Region 5 requested the cancellation. The project would have constructed a rock fallout area. However, the U.S. Forest Service is currently cooperating on a minor betterment project, and this project is no longer needed.

ADDED THE FOLLOWING PROJECT
TO THE CONSTRUCTION PORTION OF THE PROGRAM

Abernathy Road-Beavercreek Road, OR213, Cascade Highway South, Clackamas County. Total project cost $660,000.

Region 1 requested the addition of this project to construct a median barrier through the section. There have been a number of head-on collisions in this area due to vehicles crossing the center line. The project would also install a drainage system to minimize the amount of surface water on the highway. Construction will be financed with HES funds.

ADDED THE FOLLOWING PROJECT
TO THE CONSTRUCTION PORTION OF THE PROGRAM

Pikes Ranch-Valley Falls, South Unit, US395, Lakeview-Burns Highway, Lake County. Total project cost approximately $4,600,000.

The preliminary design of this shelf project was completed in 1981. This project has been suggested as a substitute for FLH Funding in 1992. The project currently scheduled on the North Umpqua Highway has environmental problems which will delay it. Pikes Ranch-Valley Falls, South Unit, will complete the reconstruction of a substantial section of the Lakeview-Burns Highway.

(Continued on next page)

ADVANCED THE FOLLOWING PROJECT FROM THE DEVELOPMENT TO THE CONSTRUCTION PORTION OF THE PROGRAM

West Fork Dry Creek Bridge #5637, OR206, Wasco-Heppner Highway, Morrow County. Total project authorization $259,000.

Region 5 requested advancement of this project to construction. Preliminary plans have been prepared and HBR funding will be available in 1992. The current sufficiency rating of the structure, taking into account load limit, is 43.9, which is low enough to use HBR funds for replacement.

Upon Mr. Forbes' recommendation, Commissioner Ford moved for increases in project authorization on seven contracts. The motion carried unanimously and the Commission increased the following contracts:

1) Contract No. 10,990, South End One Way Couplet-Tacoma Street Section of Pacific Highway, Multnomah County, in the amount of $68,573.64 (5.2 percent increase).

2) Contract No. 10,737, Timberline Highway-Snow Bunny Road Section of the Mt. Hood Highway, Clackamas County, in the amount of $593,210 (10.3 percent increase).

3) Contract No. 10,923, Hancock Hill Passing Lane Section of the Umpqua Highway, Douglas County, in the amount of $215,000 (14 percent increase).

4) Contract No. 10,946, Rogue River Bridge-Gold Beach Section of the Oregon Coast Highway, Curry County, in the amount of $166,700 (5.8 percent increase).

5) Contract No. 10,993, UPRR O'Xing-Pendleton Highway Section of the Pendleton-Cold Springs Highway, Umatilla County, in the amount of $715,334 (15.37 percent increase).

6) Contract No. 10,930, Baldock Slough-South Baker Interchange Section of the Old Oregon Trail (I-84), Baker County, in the amount of $560,417 (12.3 percent increase).

7) Contract No. 10,844, Beaverton-Tualatin Highway at S.W. McDonald Street (Tigard), Washington County, in the amount of $20,136.71 (7.7 percent increase).

Mr. Forbes presented to the Commission his proposal for organizational changes within the Highway Division. He said the approach features five elements:

1) Cultural track: Identifying the expectations of an organization;

2) Management skills of all people within an organization;

3) Implementing the team-building concept;

4) Restructuring an organization's structure for it to produce the best service or product.

5) Developing effective employee reward/recognition programs.

Mr. Forbes then identified five key areas that need improvement within the organization:

Five Keys to Success

1) Annual planning process;

2) Budgeting process;

3) Managers would be accountable to the planning/budgeting process;

4) Develop a management information system to track results;

5) Strengthen ability to reward/recognize employee efforts.

Mr. Forbes said the team building effort will be completed by July of 1992. He also discussed the Pilot Gainshare Program. He said recently certain Highway Division employees represented by the Association of Engineering Employees Union were rewarded for saving the Agency $300,000 within six months. Mr. Forbes said he would like to offer the Highway Division as a test case for Governor Barbara Roberts' Blue Ribbon Task Force looking at the structure, efficiency, and effectiveness of State Government. The Commission concurred with Mr. Forbes and to offer the Highway Division as a model program.

John Merriss of the Planning Section gave a report on the update of the 1986 Motor Vehicle Cost Responsibility Study. He said eight studies have been done since 1937 to equitably assess vehicles that use Oregon's highways. (Copy of report in Commission's files, Salem.) Mr. Merriss summarized the major findings of the study as follows:

1) Cars should contribute approximately 62 percent of road user revenue and trucks and buses should contribute 38 percent.

2) By 1993, at tax rates of 20 cents per gallon plus equivalent weight-mile fees, it is projected that cars will contribute 58 percent of road user revenue and trucks will contribute 42 percent. Without an adjustment to currently expected 1993 tax rates, cars will be underpaying and trucks overpaying their responsibility by about 4 percentage points.

3) Vehicles with registered gross weights between 8,000 and 80,000 pounds are overpaying their responsibility. Vehicles with gross weights over 80,000 pounds are paying somewhat less than their responsibility under existing rates.

4) Farm vehicles and publicly-owned vehicles are being subsidized, through exemptions or reduced rates, by all other road users. By 1993, this subsidy will amount to $0.5 million for farm vehicles and $4.7 million for publicly-owned vehicles, a total of $5.2 million per year.

Mr. Merriss also compared the major provisions of A-Engrossed House Bill 2223 and A-Engrossed House Bill 3577 as to fuel tax rate, weight-mile tax rates, flat fee rates, and road user assessment fee, registration fees, structure of truck taxation, distribution of highway fund revenues, and revenue impact. (See written handout in Commission's files, Salem.)

Mr. Forbes said that Senate Bill 64 (short-term borrowing) would appear before the full Ways and Means Committee soon.

Mr. Forbes said the Highway Division has responded to the Secretary of State's recent audit. He mentioned that most of the information contained in the report previously had been uncovered during an Oregon State Police investigation and had been addressed. He said the report mixed old news with new information and it appeared to erroneously cast a shadow on the Highway Division's workforce as a whole. He said the only new information revealed by the June audit concerned the stockpiling of sanding materials and gravel. The discrepancies between the Division's computerized accounting system and its maintenance tracking system likely stem from those systems operating assumptions. He said the agency will address the issues raised in the report. He mentioned he did take exception to a finding that claimed the Division violated its own policy regarding the acceptance of gifts when in the mid-1980s employees accepted fishing trips from the Asphalt Pavers Association which did not fall under the policy of refusing gifts from individuals or businesses.

Mr. Forbes said the test that will be used today in the organization is, can the activity be printed on the front page of the paper? If it doesn't pass that test, then it should not be done.

Chairman Hollern asked that the Commission be given a monthly update on the activities.

Mr. Forbes told the Commission the Secretary of State's Office issued a follow-up report to a 1988 performance audit of the Highway Division's Maintenance and Fleet Management System. He said since then those areas have realized a 6% productivity gain as a result of changes made.

Erik East asked the Commission to review and approve an agreement with Tri-Met covering the participation in one half of the State/local matching funds necessary to fund the Westside Corridor Light Rail Project. He said the State's participation will be authorized by House Bill 2128 which permits the use of proceeds from the lottery to fund construction costs and to serve as a revenue stream to repay bonds that the bill will authorize the State to issue to finance their participation in the project.

Mr. East said House Bill 2128 has been approved by the House of Representatives but has not been passed by the Senate or signed by the Governor. The agreement also assumes the existence of the Federal full-funding grant agreement between UMTA and Tri-Met, under which the Federal Funding for the project will be assured. This agreement has not yet been fully negotiated.

Mr. East said to protect the State against the failure of these contingencies, the agreement permits the State to distribute no funds until the Director makes the determinations required by ORS 391.120(3) that all other funding has been secured. The agreement anticipates amendments to comply with and adjust for changes in the Federal agreement and the State legislation.

To insure that the Director has Commission authorization to administer the agreement in light of these contingencies, Mr. East recommended that the motion call for Commission approval of the agreement, authorize the Director to execute the agreement on behalf of the Department, and permit amendments that do not raise the State's contribution ceiling.

Chairman Hollern called for a recess at 10:15 a.m. and reconvened the meeting at 10:25 a.m., to continue discussion on the funding agreement with Tri-Met covering the Westside Corridor Project.

Don Adams referred to an attachment A to the agreement which covers assumptions and construction of a cash flow proposal that is blank as, he said, a lot of the information is yet undetermined. He commented that the agreement is set up for the Director to modify this cash flow agreement with limitation to the total amount of $113.6 million.

The Commission expressed concern that the proposed motion was not contingent upon passage of House Bill 2128. The Commission felt that the words "when House Bill 2128 becomes law" should be added to the motion.

After reading the agreement, Vice Chairman Whitty said he felt that the words need not be added to the motion as the agreement says funds cannot be disbursed until authorized and appropriated.

Tom Walsh of Tri-Met and Bill Nessly, Assistant Attorney General, both discussed the proposed funding agreement. This included a description of the agreement's three primary restrictions on the State's contributions. All State contributions must qualify for Federal matching funds; the State contribution may not exceed 12.5% of the costs of the project; and the maximum State contribution may not exceed $113.6 million.

Vice Chairman Whitty moved that the Oregon Transportation Commission approve the intergovernmental funding agreement between Tri-Met and the Department of Transportation for the funding of the Westside Corridor Light Rail Extension Project, and authorize the Director of the Department of Transportation to execute the agreement on behalf of the Department.

As part of the motion, Vice Chairman Whitty moved that the Commission authorize the Director to take all actions reasonably necessary to administer and enforce the agreement. These actions include, but are not limited to, the execution of any amendments to the agreement that are reasonably necessary to adjust for changes in the related legislation or modifications required by UMTA, so long as the amendments are consistent with the amendment procedures in the agreement, and conform with the Director's and Department's statutory authority under House Bill 2128 and related laws. The motion carried unanimously by the Commission.

Mr. Meyerhoff requested authority to enter into a personal service contract for environmental site assessments and fuel storage facility planning studies on State-owned airports in an amount not to exceed $50,000 for a two-year period. Commissioner Ford moved for approval. The motion carried unanimously and the Commission authorized the Aeronautics Administrator to sign the necessary contract.

Mr. Meyerhoff requested authority to accept a grant offer from the Federal Aviation Administration in an amount not to exceed $850,000 for an airport improvement program project on the Aurora State Airport to extend the runway and parallel taxiway, including other associated construction items, and construct a segment of Keil Road. (Authorization of $414,000 of this amount is contingent on the capital construction bill currently pending in the Legislature.) Commissioner Bolender moved for approval of the request. The motion carried unanimously and the Commission authorized the Aeronautics Administrator to sign the grant acceptance and other required documents.

Tom Highland, Aeronautics Division Planning Director, briefed the Commission on the findings of the Commercial Air Service and Facility Needs Study. The study provides estimates of commercial passenger demand in Oregon markets that could be served today if each market had sufficient scheduled air service to capture its full market potential. (Copy of report in Commission's files, Salem.) He reviewed the selected enplanement summary, project cost summary, economic impacts, and financial benefits to the communities. Mr. Meyerhoff closed by saying that for a small State investment of $500,000 there could be an annual return of $81 million in sales. The study looked at commercial airports and potential sites, but excluded the Portland Airport.

Mr. Meyerhoff said four bills were presented to the Legislature; two bills are passed and awaiting the Governor's signature. Two other bills are pending in the House Revenue Committee.

John Elliott briefed the Commission on preliminary results of a Department-wide employee survey. This poll, a follow-up to the one conducted in 1988, asked employees to assess their work-related attitudes, perceptions, and opinions. He said some change has occurred since the earlier survey; about 1,500 employees responding to the poll added their written comments in addition to answering the multiple-choice questions. Mr. Elliott said that more survey results are expected shortly.

Tony Lewis requested approval to initiate Requests for Proposals for the Department's Bond Counsel and Financial Advisor. He said the current contracts expire June 30, 1991, and the process will be initiated in October. He said each of the new contracts will not exceed $100,000 plus a $15,000 expense limitation. Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission and authorized the Assistant Director for Finance to sign the contracts when prepared.

Judy Gregory introduced Bea Brooks, the new Civil Rights Manager. She replaces Harold Lasley.

Ms. Gregory reported that Senate Bill 63, the emerging small business measure, has passed both the House and the Senate and is before the Governor for signing. Senate Bill 65, the bonding legislation, has been tabled in Senate Transportation.

Mark Ford, Manager of Strategic Planning, recommended that the Commission approve a Request for Qualifications for an interdisciplinary team of consultants to assist in the development of the Oregon Transportation Plan Systems Element and to negotiate a contract with a consultant team not to exceed $200,000. He stated that the contract will be brought back to the Commission for approval prior to execution. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously approving the request to proceed with the RFQ. (See written handout in Commission's files, Salem.)

Bruce Broussard of American Contractor and Nathan Proby appeared to discuss ODOT's role in maximizing participation of women and minorities in State highway construction work. Mr. Broussard said he had met with Mr. Bothman and the following issues have been discussed:

1) Identification of DBE goal contractors at the time of bid opening. Presently, he said, the low bidder has 24-hours to identify the DBE subcontractors to meet their specific goal. He suggested a six-months trial basis that the contractor must identify the DBE subcontractor in his bid proposal.

   Mr. Bothman said this is a major change in the specifications and it will be implemented at the August bid letting.

2) Pilot program to use DBE's on State Projects. Presently, DBE goals are required on Federal Projects only.

   Mr. Bothman said legislative action would be required if the Department requested DBE contractors on State Projects. Ms. Brooks was asked by Mr. Bothman to reconsider this issue.

3) Suggested an advisory board in the DBE arena to give recommendations to the Department on the subject matters.

   Mr. Bothman suggested that Ms. Brooks take on this new assignment. He said he supported this concept.

Nathan Proby, Director of the National Association of Minority Contractors of Oregon, said the problems he previously brought before the Commission have not been solved, in fact, they are worse. He commended Mr. Bothman for trying to implement a program to help the Black communities. He spoke of filing injunctions within ten days against all ODOT Programs.

Gail Svoboda of Abhe and Svoboda, Inc., appeared to protest the rejection of bids on the Saint Johns Bridge Painting Project in Multnomah County. He stated he was the second low bidder at $4,163,220 as the low bidder had made a gross mistake in his proposal. He commented that this project was an environmentally sensitive area and he told of the concern of the cost of containment. He felt that his company should not be penalized because of the State's inability to properly estimate the cost of the project.

Tom Lulay, Bridge Engineer, briefed the Commission on the State's position to reject all bids. He said the second low bid significantly exceeded the Engineer's estimate of the project. He mentioned after the bid opening, the State reestimated the probable project costs and came up with a new contract estimate. The second bid still far exceeded the amount of money that was budgeted for painting the bridge and the revised engineer's estimate seemed to justify going through the competitive process again. He said the project would be reexamined and a survey of

bridge painters would be done to determine a better system of procuring the bids. The intent was to readvertise the project at a later date.

Dale Hormann, Assistant Attorney General, said the Department is not in a position to change its decision to reject the bids and readvertise later since the decision has been formally made.

Chairman Hollern apologized for the inconvenience of Mr. Svoboda but felt on the advise of the Assistant Attorney General, a change in the decision would not be advisable.

At 11:50 a.m., Chairman Hollern closed the formal meeting by thanking Mr. Bothman for his service and contribution to Oregon as Director of the Department of Transportation.

At 12:15 p.m., Commissioners Hollern, Whitty, and Ford, along with Mr. Bothman and Mr. Forbes had lunch in the Director's Office (Room 135) of the Transportation Building, Salem. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.)

During lunch, Mr. Forbes discussed the Department's organizational structure.

(In accordance with ORS 192.650(2), Chairman Hollern took notes of the informal meeting.)

The luncheon meeting adjourned at 1 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Roger L. Breezley, Commissioner

Commission Services

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On May 6, 1991, approved an agreement with Department of General Services to construct a disabled ramp at the west entrance of the Transportation Building. This ramp will be completed by June 30, 1991, at a cost not to exceed $27,876. (Authorized State Highway Engineer to sign agreement.)

Dated this 4 day of June, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 3, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following actions were taken:

1) On November 30, 1990, approved Supplement No. 2 to a personal service contract with Peggy Naumann for writing and editorial services of a variety of documents published by the Highway Division. This supplement extends the completion date from December 1, 1990, to January 15, 1991. (Michael Hollern approved the original contract July 15, 1989.)

2) On December 4, 1990, approved Supplement No. 2 to a personal service contract with Arlene Landry for writing and editorial services of a variety of documents published by the Highway Division. This supplement extends the completion date from December 1, 1990, to January 15, 1991. (Michael Hollern approved the original contract July 15, 1989.)

3) On April 16, 1991, signed a personal services contract with Trident Systems to obtain consulting services on the automated document management needs of the Department, including all computerized storage, management, and retrieval of document in image or text form. This contract is effective April 27 through June 30, 1991, at a cost not to exceed $60,000. (Transportation Commission approved January 29, 1991.)

4) On April 22, 1991, approved a personal services contract with Bittinger & Redburn to conduct four "Customer Service Seminars" on May 7 through July 15, 1991, for employees of Administrative Services at a cost not to exceed $2,800.

5) On April 23, 1991, approved a personal services contract with Cross and Names for the following courses at a total cost not to exceed $2,600:

Management Development for Women
November 5 & 6, 1991

Office Professional
November 13, 1991

Professional Development for Women
November 20, 1991

6) On April 23, 1991, approved a personal services contract with Ruth I. Johnson to conduct two workshops on "Public Contact Skills" and "Dealing with Conflict at Work" to be held on July 16 through August 21, 1991, at a cost not to exceed $2,350.

7) On April 30, 1991, approved a personal service contract with Bittinger & Redburn to conduct an evaluation of the Information Systems Section's customer service effectiveness. This evaluation is to be conducted between May 13 to June 28, 1991, at a cost not to exceed $2,400.

8) On May 3, 1991, approved a personal service contract with Jan Roose to conduct three classes on "Spelling, Grammar, and Punctuation" to be held July 15 through October 2, 1991, at a cost not to exceed $1,200.

Dated this 24 day of May, 1991

Judy Gregory
Assistant Director for Administration

May 17, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	C	MINUTES OF	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Strategic Planning and Communications (Subdelegation Order No. DIR-8), the following action was taken:

1) On April 29, 1991, approved a Letter of Agreement with Freight Services, Inc., for assistance in locating a hog fuel source for Snow Mountain Pine in Burns to increase the traffic on the rail line from Burns to Ontario. This contract is effective April 29, 1991, to May 15, 1991, at a cost not to exceed $850.

Dated this 28th day of May, 1991

John Elliott

John Elliott
Assistant Director for Strategic Planning
and Communications

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Strategic Planning and Communications (Subdelegation Order No. DIR-8), the following action was taken:

1) On April 29, 1991, approved a Letter of Agreement with Freight Services, Inc., for assistance in locating a hog fuel source for Snow Mountain Pine in Burns to increase the traffic on the rail line from Burns to Ontario. This contract is effective April 29, 1991, to May 15, 1991, at a cost not to exceed $850.

Dated this 28th day of May, 1991

John Elliott

John Elliott
Assistant Director for Strategic Planning
and Communications

May 17, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On March 14, 1991, approved a 4.46 percent increase in project authorization on the SE Lester Avenue Interchange Section of the East Portland Freeway in Clackamas County (Contract No. 10,718) in the amount of $202,383.

2) On April 18, 1991, signed an agreement with Umatilla County for bridge inspections effective April 18 through December 31, 1991, at a cost not to exceed $59,600. (Transportation Commission approved March 20, 1990. William Anhorn signed for State Highway Engineer.)

3) On April 19, 1991, signed a personal service contract with Century West Engineering Corporation for material testing in Region 4. This contract is effective April 19, 1991, through December 31, 1992, at a cost not to exceed $75,000. (Transportation Commission approved October 17, 1990.)

4) On April 22, 1991, signed an agreement with Junction City for construction of the City Wide Bikeway Designation Project. State will provide 80 percent of total costs up to a maximum of $5,000. (Transportation Commission approved November 13, 1990.)

5) On April 23, 1991, signed Supplement No. 1 to a personal services contract with CH2M Hill Northwest Inc., for an increase in the level of effort in traffic analysis and additional right-of-way estimates to be performed on the Pacific Highway-Park Street (Woodburn) Section of the Hillsboro-Silverton Highway in Marion County. This supplement increases the contract by $26,000 for a new total not to exceed $287,000. (Transportation Commission approved September 19, 1989. William Anhorn signed for State Highway Engineer.)

6) On April 25, 1991, signed an agreement with Gilliam County covering the funding responsibilities for the Arlington-Cedar Springs (North Unit) Section of the John Day Highway. (Project approved by Transportation Commission on July 17, 1990, as part of the Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

7) On April 25, 1991, approved Annual Contract Proposal for 1991, Revised Exhibit "A", to an agreement with the Department of Agriculture for the control of noxious weeds. This proposal covers the control of weeds on rights-of-way in each Highway District at a total cost not to exceed $27,600. (Original agreement executed May 25, 1988. William Anhorn approved for State Highway Engineer.)

8) On April 25, 1991, approved the following Department of General Services funding commitments for office facility leases:

Executive House (Highway Planning)
325 13th Street NE, Salem
$8,939.84 per month
Period: Beginning June 1, 1991, for one year.

Suite 100 (Permits & Weighmasters)
3000 Market Street NE, Salem
$410.00 per month, except janitorial service.
Period: Beginning July 1, 1991, for one year.
(Lease amendment signed by Steve Johnston, Manager of Permits and Weighmasters)

9) On April 29, 1991, signed a supplemental Immediate Opportunity Fund agreement with the City of Woodburn covering roadway improvements to Highway 214 at I-5 in Marion County. (Transportation Commission approved October 17, 1990. William Anhorn signed for State Highway Engineer.)

10) On April 29, 1991, approved a 4.9% increase in project authorization in the amount of $280,710.70 on the Klamath Falls-Lakeview Highway at Klamath County Line-Drews Creek Road Section in Lake County (Contract No. 10,513).

11) On April 29, 1991, signed Supplement No. 1 to a personal service contract with OBEC Consulting Engineers for bridge inspection services in Lane County (Area 9003). This supplement increases the cost by $21,543.01 for a new total not to exceed $258,553.10. (Transportation Commission approved supplement March 20, 1990. William Anhorn signed for State Highway Engineer.)

12) On May 2, 1991, signed a personal service contract with HDR Engineering, Inc., to provide flexible services for the Bridge Section. This contract is effective May 2, 1991, through April 30, 1992, at a cost not to exceed $250,000. (Transportation Commission approved November 13, 1990. William Anhorn signed for State Highway Engineer.)

13) On May 3, 1991, approved a Memorandum of Understanding with the Department of Land Conservation and Development (DLCD) supporting an aggregate planner position funded by Department of Transportation and located at DLCD. Memorandum also transfers this position to the Department of Land Conservation and Development through the 1991-93 budget with continued funding out of State gasoline tax revenue.

14) On May 8, 1991, approved a personal services contract with Stylemetrics Systems, Inc., to conduct one Stylemetrics workshop for the Right of Way and Location Crews in Bend to be held on May 29 and 30, 1991, at a cost not to exceed $3,133. (William Anhorn signed for State Highway Engineer.)

EXHIBIT D
MINUTES OF 6/25/91

15) On May 9, 1991, signed Supplement No. 1 to an agreement with City of John Day and Grant County covering responsibilities for a storm sewer line constructed as part of the WCL John Day-Canyon Creek Bridge Section of the John Day Highway. (Transportation Commission approved July 17, 1990, as part of Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

16) On May 9, 1991, signed a personal service contract with CH2M Hill Northwest, Inc., for preliminary engineering on the West 11th to NCL Eugene Section of Beltline Highway in Lane County. This contract is effective May 9 to August 30, 1991, at a cost not to exceed $220,000. (Transportation Commission approved September 18, 1990. William Anhorn signed for State Highway Engineer.)

17) On May 13, 1991, signed an agreement with Lincoln County covering preparation of the Lincoln County Bicycle Master Plan at a cost not to exceed $13,000. (Transportation Commission approved November 13, 1990. William Anhorn signed for State Highway Engineer.)

Dated this 5TH day of JUNE, 1991

for William Anhorn
Donald E. Forbes, State Highway Engineer

EXHIBIT D

MINUTES OF 6/25/91

QUARTERLY REPORT

DAMAGE TO STRUCTURE CLAIMS

Period from 1-1-91 through 3-30-91

	Number	Dollar Amt.
CAO DAMAGE CLAIMS OPENED	101	$ 95,931.45
REVENUE COLLECTED DURING QUARTER		
Partial Payments	91	$ 7,620.32
Full Payments	118	134,468.56
Total Revenue		$ 142,088.88
ABANDONMENTS		
Full Claims	15	$ 8,309.84
Partial Claims	1	17,149.27
Total Abandonments	16	$ 25,459.11
CLAIMS PENDING		
Beginning of Quarter	532	$ 301,676.10
End of Quarter	526	$ 196,112.00

Prepared by the Department of Justice
Finance and Government Section
- 10,028 -

blm/8905G/4-1-91

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the N.W. Territorial Road-N.W. Knights Bridge Road Section of North Birch Street in Canby, Clackamas County. Bids received April 25, 1991. Contract No. 11,057 awarded on May 13, 1991, to Parker-Northwest Paving Co., Oregon City, at $182,594.55.

2) Dry fire main on the Glenn Jackson Bridge, East Portland Freeway, in Multnomah County, Oregon, and Clark County, Washington. Bids received April 25, 1991. Contract No. 11,060 awarded on May 14, 1991, to Mocon Corporation, Salem, at $389,780.00.

3) Work on the Nestucca River (Condor) Bridge Section of the Oregon Coast Highway in Tillamook County. Bids received April 25, 1991. Contract No. 11,061 awarded on May 9, 1991, to Ross Bros. Construction, Inc., Salem, at $1,307,584.44.

4) Work on the Central Point Interchange Section of the Pacific Highway (I-5) in Jackson County. Bids received April 25, 1991. Contract No. 11,062 awarded on May 17, 1991, to Ross Bros. Construction, Inc., Salem, at $3,282,484.30.

Dated this 7TH day of JUNE, 1991

Donald E. Forbes, State Highway Engineer

June 7, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On April 22, 1991, signed an agreement with City of Dallas covering exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

2) On April 19, 1991, signed a supplemental agreement with City of Medford for exchange of Federal Aid Urban Funds and State Funds to construct Stewart Avenue between Jasper Street and Myers Lane. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

3) On April 17, 1991, approved Modification No. 2 of Federal Highway Administration Contract DTFH61-89-C-00019 concerning evaluation of the indirect tensile test for determining the structural properties of asphalt mix. This modification is extended from April 30, 1991, to September 30, 1991, at no additional cost.

4) Signed the following Special City Allotment agreements: (Transportation Commission approved September 18, 1990.)

DATE SIGNED	CITY	PROJECT
4-26-91	Powers	Second-Spruce-Hemlock Sts.
4-29-91	Estacada	Main-4th Sts.-Hwy 211-224

5) On April 29, 1991, signed an agreement with Harney County covering exchange of Federal Aid Secondary-County Funds for State Funds. (Transportation Commission approved February 19, 1991.)

6) On May 1, 1991, approved a supplemental agreement with City of La Grande covering the funding for the Gekeler Lane-Adams Avenue Section of the 20th Street Project. (Transportation Commission approved original agreement on August 16, 1988, as part of the Six-Year Highway Improvement Program.)

7) On May 8, 1991, signed an agreement with Mt. Bachelor, Inc., and Sunriver Properties Oregon, LTD., covering widening the roadway and constructing passing lanes for the Kiwa Springs-Mt. Bachelor Section of Century Drive. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

9) On May 8, 1991, approved Supplement No. 2 to an agreement with City of Lebanon covering reconstruction of the 0.23 mile segment of the 5th Street, Airport Road-Kees Street Section. (State Highway Engineer approved the original agreement on April 8, 1987.)

10) On May 10, 1991, signed a supplement to an agreement with Wasco County covering the construction of the Paquet Gulch (Reservation Road) Bridge Project. (State Highway Engineer approved March 4, 1988, and is a part of the 1989-94 Six-Year Highway Improvement Program.)

11) On May 10, 1991, signed Supplement No. 1 to an agreement with State of Washington, Clark County Fire District #5, and City of Portland covering the funding for the addition of a dry water main to the Glenn Jackson Bridge Project. (Original agreement approved by Chairman Anthony Yturri January 6, 1986. Transportation Commission approved July 17, 1990, as part of Six-Year Highway Improvement Program. Increase in funding was approved February 20, 1991, by Program Manager.)

EXHIBIT E
MINUTES OF 6/25/91

12) On May 10, 1991, signed a supplemental agreement with City of Roseburg for construction of the Harvard Avenue at Umpqua Street Section Project. Supplement revises the maintenance responsibilities for the signals. (State Highway Engineer approved January 26, 1988.)

13) On May 13, 1991, signed a supplemental agreement with City of Roseburg for construction of the Harvard Avenue at Madrone Street Section Project. Supplement revises the maintenance responsibilities. (State Highway Engineer approved original agreement on December 12, 1985.)

Dated this 24th day of May, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

May 17, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAI-X PROJECT					
Main St.–Centennial Blvd. Pioneer Pkwy.–7th Street City of Springfield	$819,358.00	$595,592.00	$70,809.00	$152,977.00	5-22-91
NE/SE 47th & 60th Aves. City of Portland	$355,000.00	$309,418.00	$22,791.00	$22,791.00	5-22-91
13 Signaled Intersections City of Portland	$179,000.00	$179,000.00	0	0	5-22-91
Sunset Hwy. Ramp Metering Tri-Met	$107,200.00	$85,680.00	$6,400.00	$15,120.00	5-22-91

Cam Gilmour

Cam Gilmour, Manager
Program Section

Date: May 29, 1991

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On April 11, 1991, approved a signal revision at 6th and Garfield and a dual right turn at 7th and Garfield, Highway 1W, (M.P. 122.19 WB and 122.24 EB) in Eugene, Lane County. (James Gix also approved.)

2) On May 2, 1991, established a 30 MPH speed zone on Fern Valley Road in Jackson County at the following location: (See Speed Zone Order No. 990)

   50 feet west of Luman Frontage Road to Alford Frontage Road.

3) On May 6, 1991, approved a left-turn prohibition on the Terrebonne-O'Neil Junction Section of The Dalles-California Highway No. 4 at M.P. 116.72 and 116.54 in Deschutes County. (Approved by Dale Allen on April 18, 1991.)

4) On May 10, 1991, signed an agreement with City of Ashland covering the installation of traffic control signals at the intersection of Rogue Valley Highway and Wightman Street. (Transportation Commission approved July 17, 1990, as part of Six-Year Highway Improvement Program.)

Dated this 30 day of May, 1991

Dwayne Hofstetter, Traffic Engineer

May 17, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

BEAR CREEK-KEITH ROAD SECTION OF THE WOODBURN-ESTACADA HIGHWAY

6071014 - Thelma L. Rath, et al — Offer: $ 200.00

PACIFIC HIGHWAY W. @ EDY/SCHOLLS SECTION OF THE PACIFIC HWY WEST

6060003 - Norma Jean Oyler — Offer: $99,600.00
6060018 - Nels O. Anderson — $39,100.00

REDMOND - BEND (NORTH UNIT) SECTION OF THE DALLES-CALIFORNIA HWY

6032082 - Harvey D. Hillis/A. Michael Hillis Offer: $ 4,450.00

Dated this 23rd day of May, 1991.

Steven Green, Manager
Right of Way Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On April 18, 1991, approved a personal services contract with Rob Russell to conduct a "Trainers Presentation Skills" workshop on May 21 through May 23, 1991, at a cost not to exceed $2,100.

Dated this 21 day of May, 1991

Wayne J. Cobine

Wayne Cobine, Manager
Office of Operations

May 17, 1991

731-0314 (10-90)

EXHIBIT H

MINUTES OF 6/25/91

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	**SECTION AND COUNTY**
R.L. Coats Contract No. 10743 Acceptance Date: April 25,1991	Chemult-Lenz Road Klamath County
JAL Construction,Inc. Contract No. 10855 Acceptance Date: April 25,1991	Gray Creek(Cedar Flat) Structure Lane County
Morse Bros.,Inc. Contract No. 10883 Acceptance Date: April 26,1991	Corvallis E.C.L.- N.W. Rondo St. Benton County
Albany Electric,Inc. Contract No. 10893 Acceptance Date: April 26,1991	Harvard Ave. at Umpqua St. (Roseburg) Douglas County
Kip Construction Co. Contract No. 10901 Acceptance Date: April 26,1991	Oak Grove Safety Rest Area Linn County
Harney Rock and Paving Co. Contract No. 10907 Acceptance Date: April 26,1991	Basque Rock Production Malheur County
Highlite Construction Co. Contract No. 10908 Acceptance Date: April 26,1991	N.E. Glisan St.at 148th Ave. Multnomah County
Seubert Excavators,Inc. Contract No. 10910 Acceptance Date: April 26,1991	Enterprise Rock Production Wallowa County

EXHIBIT H
MINUTES OF 6/25/91

Roy L. Houck Construction Co.
Contract No. 10378
Acceptance Date: May 15,1991

Clackamette Park-10th St.
(Bikeway)
Clackamas County

J.C. Compton Contractor,Inc.
Contract No. 10687
Acceptance Date: May 15,1991

Arlington-Tower Road and
Willow Cr.-Jordan
Gilliam and Morrow Counties

J.C. Compton Contractor,Inc.
Contract No.10696
Acceptance Date: May 15,1991

John Logan Lane-Pine Creek Rd.
Harney County

JAL Construction,Inc.
Contract No. 10847
Acceptance Date: May 16,1991

Lawnfield - Gladstone Interchange
Clackamas County

Hamilton Construction Co.
Contract No. 10851
Acceptance Date: May 16,1991

Comstock Frontage Road Bridge
Douglas County

Dunkin & Bush Painting,Inc.
Contract No. 10859
Acceptance Date: May 16,1991

Deadwood Cr. Bridge
Lane County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$14,534,092.09	$ 158,734,613.73
Anticipated Costs	$13,872,760.97	$ 157,385,019.17
Percentage Overrun (Underrun)	-4.5%	-0.9%

for Kenneth D. Kaino
Wayne F. Cobine,Manager
Office of Operations
Date 5-22-91

BMW:bmw

DELAUTH

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following actions were taken:

1) On May 6, 1991, approved an agreement with Chemeketa Community College for computer training courses with the Association of Oregon Counties. This amendment extends the completion dates from August 31 to December 31, 1991, and January 31, 1992, (all services) and adds an additional $4,575.

2) On May 13, 1991, approved an agreement with Chemeketa Community College to conduct a defensive driving training course to be held on May 31, 1991, and all services to be completed by June 30, 1991, at a cost not to exceed $200.

Dated this 23 day of May, 1991

W. J. Quinn
Engineer of Materials and Research

May 17, 1991

RECEIVED
MAY 21 1991
MATERIALS DIVISION
OFFICE

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following action was taken:

1) On April 16, 1991, approved the following abandonment of damage claims:

CAO-90-001: Amount of $897.89 for a claim for traffic control on the Lower Columbia River Highway (US 30) at M.P. 37.1 in Columbia County. Uninsured driver crossed the centerline into oncoming vehicle and was killed.

CAO-90-519: Amount of $865.34 for a claim for traffic control and cleanup due to a fatal accident and car fire on the Lower Columbia River Highway (US 30) at M.P. 64.5 in Columbia County. Insurance policy limits have been exhausted and no excess coverage is available. Attempts to reach the estate have also failed.

CAO-90-609: Undetermined amount for a claim for traffic control and repaving due to a fatal car fire on the Wilson River Highway (Hwy. 6) at M.P. 44.5 in Washington County. Driver was uninsured.

CAO-90-679: Undetermined amount for a claim for damage occurring in a construction area on the Lower Columbia River Highway (US 30) at M.P. 36.5 in Columbia County. The contractor will complete needed repairs and bill the responsible party.

Dated this 22 day of May, 1991

Don Adams
Region 1 Engineer

May 17, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

1) On April 2, 1991, approved the following abandonment of damage claims:

CAO-90-510: Amount of $395.67 for posts and guardrail damage at M.P. 6.8 of the Mapleton-Junction City Highway in Lane County. The car was stolen and the deceased juvenile driver's estate is doubtful.

CAO-90-517: Amount of $238.15 for guardrail damage at M.P. 183.3 on the Pacific Highway (I-5) in Lane County. Reported vehicle license number was in error and there was no police report.

CAO-90-569: Amount of $323.41 for post and rail damage at M.P. 60.00 on the Willamette Highway in Lane County. Damage occurred when a local towing company used the guardrail post as an anchor. However, the District Maintenance Supervisor recommended abandonment of this claim in order to preserve the good working relationship the District has with the towing company, as they are present at many accident scenes in the area.

CAO-90-456: Amount of $726.42 for guardrail damage at M.P. 103.98 on the Pacific Highway (I-5) in Douglas County. The driver of the vehicle was unknown and attempts to contact the vehicle owner have failed.

731-0314 (10-90)

EXHIBIT K
MINUTES OF 6/25/91

CAO-90-615: Undetermined amount for guardrail and post damage at M.P. 152.8 on the Pacific Highway (I-5) in Douglas County. Attempts to reach the driver and vehicle owner have failed.

CAO-90-499: Amount of $2,174.80 for traffic control for an accident at M.P. 232 on the Oregon Coast Highway (US 101) in Coos County. The insurance policy limits had been exhausted before the company received the State's claim.

CAO-90-083: Amount of $824.60 for mailboxes and supports at M.P. .50 of the Rogue River Highway in Josephine County. There is no insurance information available for the deceased driver.

CAO-90-477: Amount of $801.33 for bridge rail damage at M.P. 25.23 of the Jacksonville Highway in Jackson County. There is no insurance information available for the deceased driver.

Dated this 23rd day of May, 1991

James Gix
Region 3 Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following actions were taken:

1) On April 5, 1991, approved abandonment of the following damage claims:

CAO-89-190: Amount of $759.77 for guardrail damage at M.P. 139.9 on the Columbia River Highway (I-84) in Gilliam County. There was no liability insurance coverage on the vehicle and attempts to contact the vehicle owners have failed.

CAO-90-335: Undetermined amount for parapet wall damage at M.P. 14.73 on the Wasco-Heppner Highway in Sherman County. An accident occurred at this location in June of 1990, but it was later determined that the damage could not have been done by this vehicle.

2) On April 11, 1991, approved a personal service contract with Adkins Consulting Engineers for evaluation of previous consultant survey work and possible expert testimony if litigation is necessary on the Klamath County Line-Drews Creek Road Project in Lake County. This contract is effective April 18, 1991, to January 1, 1993, at a cost not to exceed $10,000.

Dated this 24 day of May, 1991

Dale D. Allen
Region 4 Engineer

May 17, 1991

731-0314A (10-90)

EXHIBIT M
MINUTES OF 6/25/91

Report of Condemnation Cases Optioned [Dismissed]

State v. Northwest Tube
L - 9650
R - 58664
Section: Union Grand Viaduct-S. E. River Road
Highway: Pacific East
County: Multnomah
Comments: Settled by Right of Way

EXHIBIT M
MINUTES OF 6/25/91

Report of Condemnation Cases Settled

State v. L. I. Associates
L - 9476
R - 57403
Section: Foot Hill Boulevard-Rogue River
Highway: Redwood
County: Josephine
Comments: Defendants requested the state purchase excess parcel for a total of $10,800 over the State's initial offer of $175,500.
Attorney: Roger R. Warren

State v. Deepwood Development
L- 8930
R-54601
Section: 12th Street., S. E. - 24th St. S. E.
Highway: Mission Street
County: Marion
Comments: Settlement of $70,000 reflects an increased exposure to the State caused by the court's ruling that the reconstruction of the steps would be an item of severance damages that could be considered by the jury. The State's additional exposure in this case would have been $50-60,000 for the reconstruction of the steps, the potential proximity damages and the costs of an appeal from the Judge's ruling.
Attorney: Robert A. Petersen

State v. Nichols
L-9515
R-6033-002
Section: Hoover Hill Rd. - Brockway
Highway: Coos Bay-Roseburg
County: Douglas
Comments: State pled $500 as just compensation in its complaint. Defendants answered in the amount of $179,500. The State settled the case for $4,000 based in part on Glenn Crouch's appraisal indicating that some of the defendant's property was in the urban growth boundary and has a higher value than was reflected in the original appraisal.
Attorney: Roger R. Warren

Report of Condemnation Cases Settled- Continued

State v. Nichols
L-9515
R-6033-002
Section: Hoover Hill Rd. - Brockway
Highway: Coos Bay - Roseburg
County: Douglas
Comments: State pled fair market value of defendant's property as $2,350. Defendants answered in the amount of $75,550. State settled the case for $12,000 based in part on Glenn Crouch's appraisal which indicated that part of defendant's property was located in the urban growth boundary which means that it had a higher value than was reflected in the original appraisal.
Attorney: Roger R. Warren

State v. Nelson
L- 9658
R-6051003
Section: UPRR O'xing-Pendleton Hwy.
Highway: Pendleton - Cold Springs
County: Umatilla
Comments: Case settled on a 30-day offer of $3,100.
Attorney: Robert A. Petersen

State v. Nelson
L- 9656
R - 6051005
Section: UPRR O'xing-Pendleton
Highway: Pendleton - Cold Springs
County: Umatilla
Comments: Case settled on the basis of the 30-day offer of $4,350.
Attorney: Robert A. Petersen

State v. Goss
L- 9304
R- 56502
Section: Scappoose - Multnomah County Line
Highway: Columbia
County: Columbia
Comments: This case settled for the amount of the State's 30-day offer, $28,000.
Attorney: Tom Twist

Report of Condemnation Cases Settled- Continued

State v. Goss
L- 9305
R- 56503
Section: Scappoose-Multnomah County Line
Highway: Columbia
County: Columbia
Comments: Case was settled for $12,500 -- $2,500 over the 30-day offer. It reflected the amount of money estimated to repay the defendant's access points.
Attorney: Tom Twist

State v. Fults
L- 9647
R- 6028025
Section: Coquille Reroute
Highway: Coos Bay - Roseburg
County: Coos
Comments: Settlement reflected land value for EFU at $1,000 per acre and adjusted the residential land value to approximately $6,000 per acre. Settlement amount was $8,915.
Attorney: Robert A. Petersen

State v. Guynup
L- 9523
R- RA 058
Section: Bandon Airport
County: Coos
Comments: The State deposited $88,700. Defendants answered in the amount of $225,000 and planned to amend their answer to $1,000,000. State settled the case for $103,000. Defendants were challenging the necessity of the State's project which the court could have ruled was not in the public interest and denied the project. Defendant's other claims included the valuation of the land and the improvements taken by the State. The State's original appraisal did not consider the value of an existing road and the required water system for fire fighting purposes.
Attorney: Roger R. Warren

Report of Condemnation Cases Settled- Continued

State v. Ewing, et al.
L- 9614
R- 6050037
Section: Forge Road - Lobert Rd.
Highway: The Dalles - California
County: Klamath
Comments: Defendants purchased property in 1983 for $15,000. Property sold in 1991 for $15,000. State settled the case for $7,500 as the defendant's remainder property was a landlocked half acre and only had value as plottage. Settlement was based on other settlements in the area. Cost of litigation and the difference between the court's suggested settlement and the 30-day offer, the settlement at $7,500 was deemed to be in the best interest of the Department.
Attorney: Robert A. Petersen

State v. Shuler, Garry C. et al.
L- 9195
R-56841
Section: S. E. 21st Avenue - S. E. Baseline Street
Highway: Tualatin Valley
County: Washington
Comments: State made a 30-day offer of $45,001 which defendants accepted.
Attorney: Roger R. Warren

State v. Payne
L- 9589
R- 6029 .008
Section: Salmon Creek Bridge
Highway: Willamette
County: Lane
Comments: State offered $25,001 in its 30-day offer and defendants answered in the amount of $50,000. The State settled the case for $27,000. The settlement was based on the fact that defendants lost income because the State took two mobile home sites. The sites would be useable as RV sites in the "after" but with expensive modifications for electric, water and sewer. The State's appraiser did not adequately consider damages.
Attorney: Wendy J. Paris

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

June 9,1991

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On June 9, 1991 $8,808,420.01 was distributied to the counties as their share of motor vehicle revenues for the month of May ,1991.

On June 9, 1991 $5,583,727.08 was distributed to the cities for the month of May , 1991.

(List of apportionments on file in Commission Files, Salem.)

Dated this 9th day of June ,1991.

Douglas R. Goldbach, Controller
Oregon Department of Transportation

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	6/25/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

May 9,1991

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On May 9, 1991 $10,005,222.18 was distributied to the counties as their share of motor vehicle revenues for the month of April ,1991.

On May 9, 1991 $6,348,050.70 was distributed to the cities for the month of April , 1991.

(List of apportionments on file in Commission Files, Salem.)

Dated this 9th day of May ,1991.

Tony Lewis

~~Douglas R. Goldbach, Controller~~
Oregon Department of Transportation
Assistant Director of Finance

731-0314A (10-90)

MINUTES

OF THE

OREGON TRANSPORTATION COMMISSION

MEETING

OF

JULY 23, 1991

The Oregon Transportation Commission held their regular monthly meeting at 8:30 a.m., July 23, 1991, in Room 122 of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Donald E. Forbes, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Tony B. Lewis, Assistant Director for Finance
Bill Anhorn, Deputy State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Gil Bellamy, Administrator Nominee of Traffic Safety Division
Robert G. Clour, Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the June 25, 1991, meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2835 in Commission's files, Salem.)

3) Survey map and adopted resolution covering the Weston Mountain-Langdon Lake (Unit 3) Section of the Weston-Elgin Highway (ORE204) in Umatilla County. (Highway Corridor and Design Resolution No. 499 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

(Continued on next page.)

Chairman of Commission	Exhibit A
Assistant Director for Administration	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Office of Operations, Maintenance/Construction Manager	Exhibit G
Engineer of Materials and Research	Exhibit H
Public Transit Administrator	Exhibit I
Assistant Attorney General	Exhibit J
Highway Controller	Exhibit K

The Commission confirmed their next telephone meeting date of August 20, 1991, at 10 a.m.

Mr. Forbes reminded the Commission that the following meetings on September 16 and 17, 1991, would be in Klamath Falls.

The Commission agreed to changing the Eugene meeting from November 11 and 12 to November 18 and 19, 1991, due to a conflict with the League to Oregon Cities convention.

The Commission recognized the reappointment by Governor Roberts of Roger L. Breezley to the Commission. Confirmation by the Senate was on June 26, 1991. The four-year term begins July 1, 1991, to June 30, 1995.

The 1991 Jackson Scholars, Michael McCoy (not present) and Greg Lulay, were recognized by the Commission.

Mr. Forbes said he had appointed Jane Cease as the new Motor Vehicles Division Administrator, replacing Dave Moomaw, effective August 1, 1991. He mentioned under Oregon law, it is necessary that the Commission approve the Director's appointment of the Administrator. Commissioner Breezley moved for approval and the motion carried unanimously by the Commission.

Mr. Forbes gave an update on the organizational restructuring of the Department. He handed the Commission a one-page summary covering the purpose and the process of the restructuring. (Copy in Commission's files, Salem.) He said he would be making a recommendation to the Commission at the Silver Falls workshop on October 30, 1991.

Judy Gregory requested the repeal of OAR 731-01-020, OAR 734-01-020, and OAR 738-01-020 relating to the Minority Business Enterprise Program. She said these rules are no longer applicable as they have been replaced by a Disadvantaged Business Enterprise Program, applicable only to the U.S. Department of Transportation funded projects. The proposed repeal was published in an Administrative Rule Bulletin and no public comments were received. Vice Chairman Whitty moved for repealing the rules and the motion carried unanimously. (See Administrative Rule No. 139B in Commission's files, Salem.) The repeal will be filed with the Secretary of State and published in their Bulletin.

Judy Gregory requested authority to contract with a consultant to recruit minority candidates for employment on highway construction contracts in the Portland metropolitan area in Clackamas, Washington, and Multnomah Counties. The contract will be for an amount not to exceed $74,000 for an 18-month period. She said the primary objective of the project is to recruit and place a minimum of 42 minority candidates on highway construction projects in the Portland area. The second objective will be to encourage retention of candidates hired by contractors. The consultant work will include recruitment, screening and assessment, referral and follow-up services. By a unanimous vote, the Commission approved proceeding with the selection of a consultant and authorized the Assistant Director for Administration to sign the necessary contract documents. Chairman Hollern and Commissioner Breezley asked that the staff come back with a system to measure performance, a specific target, and a specific time, and if the objectives of the contract are met. Commissioner Breezley stated that there needs to be a measurement system that gives continuing results.

Tony Lewis gave an informational report on the Department's financial services. He discussed the current roles and activities, observations and issues, progress and accomplishments, and vision for financial services. (Copy of written document in Commission's files, Salem.) No action was necessary.

John Elliott summarized the legislative activity for the Department and he recognized the coordinators for each Division. He mentioned the gas tax was increased, the Westside Light Rail was funded, Traffic Safety was merged with ODOT and most of the priority bills were passed.

Dave Bishop gave a status report on the 16 meetings held with the five Policy Advisory Committees to develop the Transportation Plan Statewide Policy. Each Commission member, who chaired the Committees, listed key issues and policies. Vice Chairman Whitty mentioned that a key issue should be the impact of technology and he felt it should be included in the document. (See written handout listing goals and key issues in Commission's files, Salem.) Mr. Bishop mentioned that the consultant is working on the first draft document and it is anticipated the complete document will be ready for review by August 5. He outlined the proposed calendar with final adoption of the policy document in April 1992.

Tony DeLorenzo requested approving an interagency agreement with the Health Division and the Motor Vehicles Division to support their Driver Licensing Program. He explained the Health Division would review medical cases to help determine driver ability to drive safely. He said the payments under this agreement would not exceed $55,000 for the 1991-93 biennium. Vice Chairman Whitty moved for approval of the agreement and the motion carried unanimously. The Commission authorized the Motor Vehicles Division Administrator to sign the necessary agreement.

Chairman Hollern recognized Mr. Moomaw for having a successful tenure as the Administrator of the Motor Vehicles Division and stated the Commission appreciates his leadership. On behalf of the Commission, he extended their thanks for a job well done.

Upon the recommendations of J. X. Wilson, Region 5 Engineer, and Walt Bartel, Operations Engineer from Region 1, Commissioner Ford moved for increases in project authorizations on four contracts. The motion carried unanimously and the Commission increased the following contracts:

1) Contract No. 10,948, Imbler-Elgin Passing Lane Section, Wallowa Lake Highway (State Route 82), Union County, in the amount of $149,521 (7 percent increase).

2) Contract No. 10,969, Clackamette Park Bridge, Pacific Highway East (99E), Clackamas County, in the amount of $95,624 (6.87 percent increase).

3) Contract No. 11,047, M.P. 61.6-M.P. 83.8 Section, McKenzie Highway (State Route 242), Deschutes, Linn, and Lane Counties, in the amount of $99,850 (10.4 percent increase).

4) Contract No. 11,048, OCI Access Road-Stanton Blvd. Interchange Section, Stanton Blvd., Malheur County, in the amount of $115,013.32 (7.75 percent increase).

Chairman Hollern inquired if there was an integration of bicycle and highway planning on whether chip seal should be used on the McKenzie Highway. He mentioned that there is an annual bicycle race over this highway and the racers are not enthusiastic about chip seal. Mr. Anhorn said he would ask if this had been considered.

The Commission asked for an overview report on the cost of construction projects as compared with the budgeted amount. This report is to show how many projects were completed within or under the budgeted amount.

Mr. Anhorn requested changes to the 1991-96 Six-Year Highway Improvement Program. He said the request is to expand the scope of one project and add three projects to the Construction Section of the Program. At the request of the County, he asked that the Chemical Plant-John Day Highway Section Project in Gilliam County be removed for consideration. Vice Chairman Whitty moved for the following changes and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary agreements.

(Continued on next page.)

EXPANDED THE SCOPE AND INCREASED CONSTRUCTION FUNDING

Yaquina Bay Bridge (Newport) South Approach, US101, Oregon Coast Highway, Lincoln County. Authorized Construction: $6,285,000. Approved Authorization: $10,780,000. The increase in scope is necessary to extend cathodic protection to the deck girder spans in both the north and south approaches, overlay all reinforced concrete and steel arch spans, install earthquake restrainers in all concrete approach spans, and to rehabilitate the pile dolphins in the channel.

ADDED THE FOLLOWING PROJECTS TO THE CONSTRUCTION PROGRAM

Oregon Coast Highway at Fifth Street (Gearhart), US101, Clatsop County. Total Project Cost: $101,000. Region 2 requested the addition of this developer-funded project to install a traffic signal. A large retail shopping center is being constructed and will utilize Fifth Street to access US101. The development will generate enough additional traffic to warrant a signal.

Santiam Highway at Market Street (Lebanon), US20, Linn County. Total Project Cost: $101,000. Region 2 requested the addition of this developer-funded project to install a traffic signal. A retail shopping center will be constructed and traffic will access US20 from Market Street. The additional traffic will warrant a traffic signal.

Hillsboro/Silverton Highway at Evergreen (Woodburn), Marion County. Total Project Cost: $101,000. Region 2 requested the addition of this developer-funded project to install a traffic signal. A retail shopping center will be constructed and traffic will access OR214 from Evergreen. The additional traffic will warrant a traffic signal.

Mr. Anhorn requested authority to enter into a consultant contract to complete the environmental research and documentation for the Pioneer Mountain to Eddyville Development Project on the Corvallis-Newport Highway in Lincoln County at an estimated cost of $550,000. Commissioner Breezley moved for approval of the contract and the motion carried unanimously. The Commission authorized the Deputy State Highway Engineer to sign the contract.

Mr. Anhorn requested authority to permanently establish a 45 MPH speed zone on the Crater Lake Highway east of Medford. He recalled that the Commission in October 1989 approved a temporary speed zone for 18 months and it appears that this was a positive factor in helping to reduce fatal accidents. He recommended that the 45 MPH speed zone be established from M.P. 3.64 to M.P. 8.05. Commissioner Ford moved to establish this permanent speed zone. The motion carried unanimously by the Commission adopting Speed Zone Order No. 977A in Commission's files, Salem.

Dwayne Hofstetter, Traffic Engineer, explained to the Commission the process for a request for speed zoning and a request from a private citizen for installation of a traffic control device (typically an

intersection flasher). He said the total time required for speed zone approval is approximately 15 weeks and the total time required for traffic control devices is approximately 8 weeks for small projects. (See written process summary in Commission's files, Salem.)

John Sheldrake, Field Operations Engineer, updated the Commission on the 1991 highway construction season. He said there are approximately 170 new projects expected to be under way by the season's end with a total of $483 million in State highway construction work. This amount included projects carried over from previous construction seasons. He mentioned there has been a lot of bridge repair and replacement projects under way this summer, including replacement of the Alsea Bay Bridge in Waldport, construction of the third bridge in Grants Pass, replacement of the Santiam River Bridge on I-5 north of Albany, and a new bridge over the Willamette River in Corvallis. He also commented that the first coastal parkway at Lincoln Beach is expected to be completed in October. He said there have not been a lot of complaints regarding road construction and he felt it was the result of working with the local media to keep the public informed. (See handout for projects let in January through June of this year and the total current construction program by Region in Commission's files, Salem.)

Chairman Hollern called for a recess at 10:10 a.m., and reconvened the meeting at 10:25 a.m.

June Carlson, Planning Section, told the Commission of an upcoming Governor's Conference on US101 (The Pacific Coast Highway), co-sponsored by the Oregon Coastal Zone Management Association on September 5 and 6, 1991, at the Shilo Inn in Newport. She described the conference as an open, public discussion to create a vision for US101 and what the users want it to be in the future. She said Congressional delegations, representatives from Washington and California, and Governor Roberts are expected to attend. (See announcement in Commission's files, Salem.)

Mr. Anhorn requested that the Commission adopt a resolution to acquire real property by purchase, condemnation, agreement or donation covering the property of Thomas S. Miller, Corinne D. Miller, and John B. Brams dba Hewett Professional Group on the Katherine Lane-Sylvan Interchange Section of the Sunset Highway in Multnomah County. He explained that this property is needed for improvements at the Sylvan Interchange as part of the highway improvements for the Westside Light Rail Project. Vice Chairman Whitty moved for adoption and the motion carried unanimously by the Commission adopting Right of Way Resolution No. 2836 on file in Commission's files, Salem.

Tom Lulay, Bridge Engineer, showed slides of cracks in the Marquam Bridge in Portland. He said the cracks were spotted in the exposed girders when the deck was removed for bridge widening. He alleged the cracks to a poor design, faulty workmanship, and the transporting of the girders from out of state. He said a recent inspection of the Marquam Bridge revealed cracking in other spans, but none that were widespread or

significant. He commented that the Division is awaiting the findings of a bridge expert, Dr. John Fisher, on the repair of the Marquam Bridge.

Mark Ford, Manager of Strategic Planning Section, reported that the staff are meeting with the Public Utility Commission and the Economic Development Department's Ports Division to discuss the transportation impacts associated with potential drawdown of river levels on the Columbia and Snake Rivers. He said the objective of the Corps of Engineers drawdown project in 1992 would be to increase the velocity of water in the river to speed the downstream migration of salmon. He commented that the consensus was that a crisis situation does not exist in the transportation effects of lowering the pools as presently planned. However, there may be some short-term losers such as the barge companies that will not be able to provide service to Lewiston during the drawdown period. Over time, this would mean a reduction of transportation competition on the Columbia and lead to increased rates. Chairman Hollern asked that the Commission be kept informed of any reports, such as impact analysis, alternatives, or strategies.

Mr. Moore reported that Governor Roberts had signed the bill for $113.6 million for the State's share of the Westside Corridor Light Rail Project.

Mr. Moore briefed the Commission on House Bill 2175-C that assesses automobiles according to the air pollutants they emit and provides stable funding for public transportation in Oregon. Effective July 1, 1993, the permit fee will be $2 for cars built before 1981 model year and $1 for cars built afterwards. Newer cars produce less air pollution and therefore pay less. The bill will raise about $3 million per year for the Public Transportation Development Fund to finance transportation demand management projects, alternative fuels, purchase of new vehicles for public transportation agencies, and public transportation demonstration, planning and research projects. The bill refers to the Supreme Court the question of whether the money raised with an auto emission permit fee can finance public transportation projects under the Oregon Constitution. (See Fact Sheet in Commission's files, Salem.)

Mr. Moore reported that the Division is monitoring a proposed change to add a new intercity public transportation proposal to the next Federal Surface Transportation Assistance Act. The proposal would help stabilize regular-route intercity bus services throughout the country by helping maintain existing private companies. He said this would add a new $20 million funding authorization to the nonurbanized Area Public Transportation Program. (See Fact Sheet in Commission's files, Salem.)

Upon the recommendation of Mr. Meyerhoff, Commissioner Breezley moved to accept a grant offer from the Federal Aviation Administration in an amount not to exceed $210,000 for an airport improvement project in preparation of the State Airport System Plan update. He discussed with the Commission a document entitled Oregon Aviation System Plan 91/92 Outline of Work Product. (Document in Commission's files, Salem.) The motion carried unanimously and the Commission authorized the Aeronautics Administrator to sign the grant offer and any other documents that may be required for this project.

Mr. Bellamy thanked Governor Roberts for signing on June 30, 1991, House Bill 2475 that merged Traffic Safety with the Department of Transportation effective July 1, 1991.

Mr. Bellamy presented the Commission with the draft copy of the Highway Safety Plan (Fiscal Year 1992), which had been approved by the Traffic Safety Committee, that identifies Oregon's traffic safety problems and establishes a program to address them. He explained the Plan is Oregon's application for Federal National Highway Traffic Safety Administration and Federal Highway Safety Administration Section 402 Funds. The Section 402 Program is a block grant program whose total authorized funding level is distributed to States on the basis of population and miles of public roads. There will also be Federal Funds from Section 408, an incentive alcohol grant. The total program requested is $7,995,000 with $3,052,000 in Federal Funds. He said the actual amount of funds to be awarded to Oregon will be dependent on the results of a reauthorization bill pending in Congress. The Plan also includes 50 separate projects. (Copy of Draft Plan in Commission's files, Salem.)

Brian Gard, a consultant providing a public information program, talked about social marketing. He showed examples of television and radio public service announcements his firm produced that deal with drunk driving and safety belt usage.

June Ross of Traffic Safety discussed the process of developing the Safety Plan. Commissioner Ford moved for approval of the grant application. The motion carried unanimously and the Commission authorized the Administrator Nominee to submit and sign the grant application to the Federal Government. The Commission also approved the following draft list of Fiscal Year 1992 Projects by Program area and authorized the Administrator Nominee to sign the local grants:

(Continued on next page.)

Table I
6/24/91

FY 1992 PROJECTS BY PROGRAM AREA (DRAFT)

Project Number	Task	Project Title	Federal	State Match	Local Match	Total All Funds	Federal To Local
AL-92-10	1	OTSC Traffic Safety Public Info Program	120,000	500,000	0	620,000	50,000
AL-92-10	2	Lane Co. Pub Safety Hwy 58 Corr/Enf Project	20,000		40,000	60,000	20,000
AL-92-10	3	Lake Oswego PD Comm Youth Svcs Program	50,000		17,000	67,000	50,000
AL-92-10	4	OR Trauma Rsrch-Trauma Nurses Talk Tough	40,000		10,000	50,000	40,000
AL-92-10	90	OTSC DUII Program Management	65,000			65,000	0
	TOTAL:		295,000	500,000	67,000	862,000	160,000
DE-92-20	1	OTSC Traffic Safety Public Info Progam	80,000	300,000	0	380,000	40,000
DE-92-20	2	OTSC Training/Networking/Marketing Services	100,000	44,000	0	144,000	100,000
DE-92-20	3	Douglas Co Tightening the Belt on Safety	35,000		10,000	45,000	35,000
DE-92-20	4	OTSC Youth Inventory	17,000	5,000		22,000	0
DE-92-20	5	OTSC Comprehensive Traf Safety Corp Prog	43,000	10,000		53,000	0
DE-92-20	6	Ashland Model Pedestrian/Bicycle Saf Program	40,000		15,000	55,000	40,000
DE-92-20	90	OTSC DE Program Management	208,000	33,000		241,000	0
	TOTAL:		523,000	392,000	25,000	940,000	215,000
CP-92-25	1	Coos Bay Comprehensive Traf Safety Program	85,000		133,000	218,000	85,000
CP-92-25	2	Josephine Co Comprehensive Traf Saf Project	110,000		85,000	195,000	110,000
CP-92-25	3	Tillamook Co Project Traffic Safety	20,000		20,000	40,000	20,000
CP-92-25	5	Ptld Comm Traf Saf Init: Reclaiming Our Streets	85,000		27,000	112,000	85,000
CP-92-25	90	OTSC CP Program Management	17,000	0		17,000	0
	TOTAL:		317,000	0	265,000	582,000	300,000
PT-92-30	1	OTSC Traffic Safety Public Info Program	15,000	100,000		115,000	10,000
PT-92-30	2	OSP High Speed Vehicle Enforcement	250,000	136,000		386,000	0
PT-92-30	11	Newberg PD Selective Traf Enforcement	11,000		48,000	59,000	11,000
PT-92-30	12	Keizer PD Selective Traf Enforcement	40,000		49,000	89,000	40,000
PT-92-30	13	Lake Oswego PD Selective Traf Enforcement	25,000		76,000	101,000	25,000
PT-92-30	90	OTSC PT Program Management	35,000			35,000	0
	TOTAL:		376,000	236,000	173,000	785,000	86,000
EM-92-40	1	OR Hlth Div EMS Training	50,000	194,000		244,000	50,000
EM-92-40	2	OR Health Division-Mobile Training Unit	75,000	175,000	0	250,000	75,000
	TOTAL:		125,000	369,000	0	494,000	125,000
TS-92-50	1	OTSC Traffic Records System Update	103,000			103,000	0
	TOTAL:		103,000	0	0	103,000	0
SS-92-60	1	OTSC Traffic Safety Public Info Program	5,000	0	0	5,000	5,000
SS-92-60	2	ODE School Bus/Student Pedestrian Safety	10,000	0	5,000	15,000	10,000
SS-92-60	3	OTSC Bicycle Education for Youth	20,000	0	8,000	28,000	10,000
	TOTAL:		35,000	0	13,000	48,000	25,000
FHD-92-70	1	OSU Safety Engineering Short Courses	80,000	29,000		109,000	45,000
FHD-92-70	2	OTSC Circuit Rider Train/Maint Safe Comm Rds	21,000		12,000	33,000	21,000
FHD-92-70	3	Springfield Traffic Growth & Safety Planning	10,000	0	10,000	20,000	10,000
FHD-92-70	90	OTSC FHD Program Management	25,000			25,000	0
	TOTAL:		136,000	29,000	22,000	187,000	76,000
MC-92-80	1	OTSC Traffic Safety Public Info Program	10,000	115,000	0	125,000	5,000
MC-92-80	2	OTSC TEAM Oregon Statewide MC Program	0	95,000	30,000	125,000	0
MC-92-80	3	OSU Motorcycle Training Program	0	225,000	70,000	295,000	0
MC-92-80	90	OTSC MC Program Management	20,000	75,000		95,000	0
	TOTAL:		30,000	510,000	100,000	640,000	5,000

(Continued on next page.)

Table IV: FY 1992 PROJECTS BY PROGRAM AREA (DRAFT)

6/24/91

Project Number	Task	Project Title	Federal	State Match	Local Match	Total All Funds	Federal To Local
J6-92-11	61	OSP - DUII Saturation Patrols	75,000	300,000		375,000	37,000
J6-92-11	62	Multnomah Co - DUII Enforcement	68,000		277,000	345,000	68,000
J6-92-11	63	Portland DUII Enforcement	66,000		237,000	303,000	66,000
J6-92-11	64	Woodburn DUII Enforcement	15,000		37,000	52,000	15,000
J6-92-11	65	Deschutes Co Sheriff's DUII Enforcement	57,000		335,000	392,000	57,000
J6-92-11	66	Albany PD DUII Enforcement	35,000		71,000	106,000	35,000
J6-92-11	67	Salem PD DUII Enforcement	100,000		140,000	240,000	100,000
J6-92-11	68	Hood River Sheriff's Ofc DUII Enf/Ed Project	40,000		40,000	80,000	40,000
J6-92-11	69	Corvallis PD DUII Enforcement/Ed Project	90,000		180,000	270,000	90,000
J6-92-11	70	Astoria PD DUII Enforcement/Ed Project	54,000		63,000	117,000	54,000
J6-92-11	71	Tigard PD DUII Enforcement Project	65,000		83,000	148,000	65,000
J6-92-11	72	Linn Co Tourniquet Sentencing Model Project	23,000		65,000	88,000	23,000
J6-92-11	73	Jefferson Co Elec Monitoring Project	45,000		35,000	80,000	45,000
J6-92-11	74	Yamhill Co SO Zero Tolerance = Safe Hwys	20,000		120,000	140,000	20,000
J6-92-11	75	MADD Court Monitoring	30,000	30,000		60,000	0
J6-92-11	76	Hand-Held Computer Demo Project	40,000	33,000		73,000	40,000
J6-92-11	82	OTSC Eval of DUII Countermeasures	40,000			40,000	0
J6-92-11	90	OTSC DUII Program Management	80,000			80,000	
	TOTAL:		943,000	363,000	1,683,000	2,989,000	755,000
NPA-92-91	90	Planning & Admin (NHTSA)	156,000	185,000		341,000	0
FPA-92-92	90	Planning & Admin (FHWA)	13,000	9,000		22,000	0
	TOTAL:		169,000	194,000	0	363,000	0
[NHTSA Total]			2,903,000	2,555,000	2,326,000	7,784,000	1,671,000
[FHWA Total]			149,000	38,000	24,000	211,000	76,000
[HSP TOTAL]			3,052,000	2,593,000	2,350,000	7,995,000	1,747,000

Chairman Hollern welcomed the Traffic Safety Division into the Department of Transportation.

Commissioner Breezley left the meeting due to another business commitment.

Mark Maguire of Elkton appeared representing the Umpqua Corridor Association and addressed the public input process, their expectations, and are they being met. He said he felt the public input process should provide a supply of new and innovative ideas, a method to respond to citizen's concerns, questions in an objective and factual manner, and a tool to move the relationship between the Highway Division and the public to a nonadversary relationship.

Mel Oberst commented that the public citizen involvement process is crucial to transportation planning in Oregon. He said their group is convinced that citizen involvement is not meaningful or that it even exists in a legitimate way in Region 3. He discussed Statewide Planning Goal 1 that requires citizen involvement in all land use decisions.

Connie Davidson related their experience with Region 3 regarding the Elk Creek-Brush Creek Tunnel Project on the Umpqua Highway, locally known as the Elkton Tunnel Project. She indicated they were first alerted to this project by the survey flags. After calling the Region Office, she was told that plans were preliminary and subject to change. She said she was assured that she would be notified by mail of the public

notice of the project, but she was not contacted. She indicated prior to the requested public hearing it appeared that construction had begun. She continued by telling of their many contacts with Region 3 and the progress of the project. (See written presentation in Commission's files, Salem.)

At the suggestion of Vice Chairman Whitty, the Umpqua Corridor Association made the following recommendations to improve the public input process:

1) Require citizen involvement and public hearings for all projects.

2) Establish a citizen involvement coordinator at the Highway Division and in each Region.

3) Develop a Highway Division and Region citizen involvement program for land use decisions. Develop the program with a well-publicized review process before the Transportation Commission. Components of the program should include, but not be limited to:

   a) Written notification of abutting property owners

   b) Written notification of all people on the interested parties list

   c) Follow the prescriptions of State Law (HB 2288) requiring notice of public hearings and the availability of staff reports 20 days in advance

   d) Posting of the site with a Highway Division sign indicating the proposed project and its progress

   e) Publish public notices in all regional newspapers and local papers (weeklies, shoppers, school, electric co-op, etc.)

   f) Posting of notices in at least four public places in each community or nearest community on posters 18 x 24 inches with ODOT logo (locations could include Post Offices, Community Centers, etc.)

4) Publish a Region newsletter that keep the public informed about highway planning, construction, maintenance, and other activities (projects being considered for recommendation for the Six Year Plan, etc).

Don Wagner, Region 3, said mistakes had been made by the State on this project. He said even though the law does not require a public hearing on all projects, the Region has set one of their goals to receive public involvement on all projects, except preservation projects. He said they understand that having public participation and acceptance of the project is important. He closed by saying he appreciates the Association's willingness to work with them.

Vice Chairman Whitty commented the recommendations presented by the Association have some points that a better job could be done of notifying the public of upcoming projects. He said the staff and Commission should review the policy on notifying the public on these kinds of projects.

Mr. Forbes said from previous projects he felt the general process works; however, execution on this project was not what it should have been. Due to the August phone meeting, Mr. Forbes stated a written update would be presented to the Commission on some of the specific issues and what has been done to take corrective action. At the September meeting, he suggested a discussion by the Regions. Chairman Hollern asked that the Umpqua Corridor Association be kept informed.

Brady Adams appeared for Jeanne Stafford of Grants Pass and requested that the Commission name the new bridge in Grants Pass the E.D. "Debbs" Potts Bridge in honor of a long-time resident of the area. He said he understands that the policy is not to name highway facilities for individuals unless it can be shown there is demonstrated statewide support. Since there is statewide support for the name designation, he felt an exception should be made to the policy. He closed by saying Mr. Potts was an exceptional person, who served as Mayor of Grants Pass, State Senator, and on many legislative committees.

Vice Chairman Whitty said he would like to think about the policy when all the Commissioners were present. He felt it was useless to name a facility after the person was deceased.

Chairman Hollern said there was ample evidence of statewide support for the naming of the bridge after Debbs Potts.

Mr. Adams said the bridge is to be completed in September and there is a group in Grants Pass that is working for the dedication of the bridge, which includes the installation of statues. It was hoped they could honor Debbs Potts at the time of the dedication and ribbon cutting for the bridge.

Chairman Hollern said it could be October before the policy is reviewed. He asked that the staff do a major review of the policy and present to the Commission at the September or October meeting.

Chairman Hollern adjourned the formal meeting at 12:10 p.m.

At 12:15 p.m., the Transportation Commissioners Hollern, Whitty, and Ford had lunch in Rooms 123 and 125 of the Transportation Building, Salem. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.)

Also present at the luncheon were Greg Lulay, Mike McCoy, and three former Jackson Scholars, Drinda Preston, Michelle Barnett, and Kurt Lulay; Mr. and Mrs. Tom Lulay and Mr. and Mrs. Gordon McCoy, parents of the 1991 Scholars; Tom Walsh; Travis Cross; Gary Potter; Don Forbes and members of the Management Team; Anita Lanning representing the State Parks and Recreation Department; and Fran Neavoll, Commission Services.

The purpose of the luncheon was to honor Greg Lulay and Mike McCoy, the two 1991 Glenn Jackson Scholars.

Tom Walsh presented the scholarships to each of the scholars.

Cynthia Ford asked that Don Forbes and Anita Lanning unveil the two plaques that will be hung in the Transportation and Parks Buildings naming the former and present Jackson Scholars.

The luncheon adjourned at 1:15 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Roger L. Breezley, Commissioner

Commission Services

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1) On May 7, 1991, approved terminating Contract No. 10,835 with Jim Maley Construction for the Boardman Safety Rest Area on the Columbia River Highway in Morrow County. Contractor has failed to perform the contract according to its terms and conditions. Termination effective May 14, 1991, which was seven days after receipt of termination letter to contractor on May 7, 1991.

2) On May 16, 1991, approved a personal service contract with Leon C. Riggs covering review of the Search and Rescue Program to be completed no later than May 27, 1992, at a cost not to exceed $15,000. (Authorized Aeronautics Administrator to sign contract.)

3) On May 16, 1991, approved a personal service contract with Paul E. Burket to continue the development of expanded aviation applications of the Loran-C long-range radio navigation system. This contract is effective June 1, 1991, through May 31, 1992, at a cost not to exceed $19,350. (Authorized Aeronautics Administrator to sign contract.)

4) On May 16, 1991, approved a contract with Data Processing Resources, Inc., for consultant assistance on the TEAMS accounting system. This contract provides up to $35,000 of data processing services through June 30, 1991. (Authorized Director to sign contract.)

Dated this 11 day of June, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

May 30, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Interagency Agreement with University of Oregon, Geography Department, to continue to upgrade the precision and accuracy of the "Official Oregon Highway Map" and the "Oregon Atlas." The scope of work will include improving the accuracy of the map, refining fonts, symbology, masks, and screens in the design files, resolving technical plotting problems, adding annual revisions and corrections for the 1992 printing, and creating a new exit number map. This agreement will be effective upon execution through July 1, 1992, at a cost not to exceed $14,684. Approved by Don Forbes on May 31, 1991. (Authorize State Highway Engineer to sign agreement.)

Dated this 11 day of June, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 5, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On May 30, 1991, approved a personal service contract with J. M. Colosimo Associates, Inc., for preparation of employee survey results and facilitation of management team building services for the period covering July 1, 1991, through June 30, 1993, at a cost not to exceed $15,680.

Dated this 18 day of June, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 12, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

1) Amendment to All-Terrain Vehicle Project Agreement with Klamath County for an off-road vehicle course enclosure at the Bill Scholtes Klamath Sportsman's Park. This amendment is to increase the project area and change the fencing material to chain link. The State will be responsible for $7,657.70 with the total not to exceed $10,500 as approved by the All-Terrain Vehicle Account Allocation Committee. Approved by William Anhorn on June 17, 1991. (Authorize State Highway Engineer to sign necessary amendment.)

2) All-Terrain Vehicle Project Agreement with Tillamook County to provide law enforcement services in the Sand Beach Recreational Area. The State will be responsible for 29 percent of the total cost of $53,591.98 but not to exceed $15,411.66 as approved by the All-Terrain Vehicle Account Allocation Committee. Approved by William Anhorn on June 20, 1991. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 8 day of July, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 2, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following actions were taken:

1) On May 20, 1991, approved an intergovernmental service agreement with Chemeketa Community College to conduct five courses; two on "Time Management" and three on "Preparing to be Interviewed". These courses are to be held July 2 through December 17, 1991, at a cost not to exceed $3,675.

2) On May 20, 1991, approved a personal service contract with Traci Loveland to conduct four classes on "Problem Solving". These classes are to be held on June 3 through June 24, 1991, at a cost not to exceed $1,280.

3) On June 7, 1991, signed a personal service contract with J. M. Colosimo Associates, Inc., for preparation of employee survey results and facilitation of management team building services. This contract covers the period of July 1, 1991, through June 30, 1993, at a cost not to exceed $15,680. (Michael Hollern approved May 30, 1991.)

731-0314A (10-90)

EXHIBIT B
MINUTES OF July 23, 1991

4) On June 13, 1991, approved a personal service contract with Horizon Data Systems to provide technical support and operations VM training. This contract is effective June 22 through November 1, 1991, at a cost not to exceed $10,000.

5) On June 26, 1991, approved a supplement to a personal service contract with Lerch, Bates and Associates Inc., for an elevator survey and bid specifications in the Transportation Building in Salem. This supplement is extending the completion date to December 31, 1991.

Dated this 10th day of July, 1991

Judy Gregory
Assistant Director for Administration

July 5, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On April 25, 1991, approved a personal service contract with Oregon Human Development Corporation for administration of a Revolving Loan Fund in conjunction with the On-The-Job Training Supportive Services Program. The Fund will be used to make short-term loans to OJT clients enabling them to start work or enter the program. This contract is effective May 29, 1991, to May 31, 1992.

2) On May 8, 1991, approved the negotiation of an emergency contract for blasting of large rocks on the Coos River Highway at an estimated cost not to exceed $5,000.

   On May 7, 1991, a slide occurred near M.P. 16 of the Coos River Highway in Coos County blocking the entire roadway. Since this roadway is the only all-weather access for residents living beyond this point, I determined the need to provide for expedient reopening of the highway. Due to the emergency nature of the situation, time was not available to formally obtain bids.

731-0314A (10-90)

3) On May 16, 1991, signed an agreement with Department of General Services to construct a disabled ramp at the west entrance of the Transportation Building in Salem. This ramp is to be completed by June 30, 1991, at a cost not to exceed $27,876. (Michael Hollern approved May 6, 1991.)

4) On May 27, 1991, signed an agreement with Lane County to construct a deceleration lane and to realign the intersection of McKenzie Highway at Holden Creek Lane. (Transportation Commission approved project on July 17, 1990, as part of the Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

5) On May 27, 1991, signed a supplemental agreement with the City of Coos Bay covering power and maintenance responsibilities for a signal installed as part of the Golden Avenue-Evans Boulevard Section of First Street. (Transportation Commission approved project in the Six-Year Highway Improvement Program on January 18, 1984, as Curtis Avenue-Coalbank Slough. William Anhorn signed for State Highway Engineer.)

6) On May 28, 1991, signed a personal service contract with David Evans and Associates, Inc., for engineering and environmental services on the Drews Creek Road to Drews Gap and Paradise Creek Road to Klamath County Line Sections of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties. This contract is effective May 28, 1991, to December 31, 1995, at a cost not to exceed $569,196. (Transportation Commission approved an amount up to $746,000 on September 19, 1989. William Anhorn signed for State Highway Engineer.)

7) On May 28, 1991, signed a personal service contract with David Evans and Associates, Inc., for field survey work in Region 1 through June 1, 1992, at a cost not to exceed $200,000. (Transportation Commission approved October 17, 1990. William Anhorn signed for State Highway Engineer.)

8) On May 31, 1991, approved a personal service contract with Gossard-Pyron Associates for team building services to Salem Headquarters and Region 1 staff. This contract is effective June 11 to December 31, 1991, at a cost not to exceed $7,500.

9) On June 3, 1991, signed a personal service contract with Wilsey and Ham Pacific for preliminary engineering services on the Columbia City NCL-Warren Section of the Lower Columbia River Highway in Columbia County. This contract is effective June 3, 1991, to August 31, 1993, at a cost not to exceed $1,240,000. (Transportation Commission approved September 19, 1989. William Anhorn signed for State Highway Engineer.)

10) On June 10, 1991, signed a personal service contract with Dye Management Group, Inc., to provide project management on the 1993 Oregon Roads Finance Study. This contract is effective June 24, 1991, through March 30, 1993, at a cost not to exceed $200,000. (Transportation Commission approved January 29, 1991. William Anhorn signed for State Highway Engineer.)

11) On June 17, 1991, signed an interagency agreement with University of Oregon, Geography Department, to continue to upgrade the precision and accuracy of the "Official Oregon Highway Map" and the "Oregon Atlas". This contract is effective July 1, 1991, through July 1, 1992, at a cost not to exceed $14,684. (Michael Hollern approved June 11, 1991. William Anhorn signed for State Highway Engineer.)

12) On June 17, 1991, approved a ratification letter for an agreement with the City of Oakridge and Lane County for construction of a left-turn refuge and rest area adjacent to the Willamette Highway in the City of Oakridge. (James Gix signed agreement for project October 10, 1990. Transportation Commission approved May 21, 1991, adding the project to Six-Year Highway Improvement Program.)

13) On June 17, 1991, approved an interagency contract with the Siletz Confederated Tribe to participate in the Joint Training Participation Act Program (work experience program). This contract is effective July 1, 1991, through June 30, 1992. (William Anhorn signed for State Highway Engineer.)

14) On June 24, 1991, signed a personal service contract with Wilsey & Ham Pacific to provide on-call field surveying services in Region 4. This contract is effective June 24, 1991, through November 30, 1992, at a cost not to exceed $125,000. (Transportation Commission approved October 17, 1990. William Anhorn signed for State Highway Engineer.)

EXHIBIT C
MINUTES OF July 23, 1991

15) On June 24, 1991, approved a western regional agreement with States of Idaho and Washington to establish a system for the issuance of permits for oversize or overweight vehicles involved in interstate travel. Other western states may elect to join the agreement. The effective date for additional member jurisdictions will be on July 1 of each calendar year.

Dated this 9th day of July, 1991

William Ishida
for State Highway Engineer

July 5, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on Broadway Avenue at Monroe Street on the Central Oregon Highway in Burns, Harney County. Bids received May 23, 1991. Contract No. 11,068 awarded on June 7, 1991, to Albany Electric, Inc., Albany, at $92,925.00.

2) Work on the Paquet Gulch Bridge Section of Reservation County Road in Wasco County. Bids received May 23, 1991. Contract No. 11,069 awarded on June 12, 1991, to Holm II, Inc., Stayton, at $143,235.50.

3) Eugene Signal System (Phase 3) on various City streets in Lane County. Bids received May 23, 1991. Contract No. 11,070 awarded on June 11, 1991, to L. R. Brabham, Inc., Springfield, at $234,317.85.

4) Corridor Projects on S.W. Multnomah Blvd. and East Burnside Streets in Portland, Multnomah County. Bids received May 23, 1991. Contract No. 11,073 awarded on June 11, 1991, to All Concrete Specialties, Inc., Vancouver, WA, at $698,431.60.

5) Work on the Imbler-Elgin Section of the Wallowa Lake Highway in Union County. Bids received May 23, 1991. Contract No. 11,075 awarded on June 7, 1991, to J. C. Compton Contractor, Inc., McMinnville, at $1,120,280.25.

6) Work on the Kiwa Springs-Mt. Bachelor Section of Century Drive in Deschutes County. Bids received May 23, 1991. Contract No. 11,077 awarded on June 7, 1991, to J. C. Compton Contractor, Inc., McMinnville, at $5,425,138.00.

Dated this 9TH day of July, 1991

William Lucker
for State Highway Engineer

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On May 17, 1991, signed an agreement with City of Newberg covering exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

2) On May 17, 1991, approved a supplemental agreement with City of Hermiston covering the construction of the SE 8th Street-SE 10th Street Section of E. Highland Avenue Project. (Transportation Commission approved original agreement August 16, 1988, as part of the Six-Year Highway Improvement Program.)

3) On May 17, 1991, signed an agreement with City of Portland to link 30-60 signalized intersections to the City's central control computer. (State Highway Engineer approved August 9, 1989.)

4) On May 22, 1991, signed a supplemental agreement with the City of Medford covering West City Limits-Newton Street Section of Stuart Avenue. This supplement excludes the improvement of Columbus Avenue. (Project approved March 18, 1991, by Joe Speight.)

5) On June 4, 1991, signed an agreement with City of Keizer for preliminary engineering on the Windsor Island Road to Joan Drive Section of Lockhaven Drive. (Transportation Commission approved July 17, 1990, as part of Six-Year Highway Improvement Program.)

6) On June 10, 1991, signed an agreement with Polk County for the replacement of the Salt Creek (Beck Road) Bridge. (Program Manager approved November 13, 1990.)

7) On June 10, 1991, signed an agreement with Polk County for the replacement of the Waymire Creek (Oakdale Road) Bridge. (Program Manager approved November 13, 1990.)

8) On June 11, 1991, signed an agreement with Wallowa County covering the exchange of Federal Aid Secondary-County Funds for State funds. (Transportation Commission approved February 19, 1991.)

9) On June 13, 1991, signed a supplemental agreement with City of Springfield covering improvements to Centennial Boulevard from Mill Street to 5th Street in Lane County. (Transportation Commission approved February 26, 1975.)

10) On June 20, 1991, signed an agreement with City of Salem and Polk County covering improvements of the intersection at Doaks Ferry Road and Glen Creek Road. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

Dated this 9th day of July, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAU PROJECT					
University Transit Station Lane Transit District	$ 185,000	$ 161,246	$ 11,877	$ 11,877	6-20-91

Cam Gilmour

Cam Gilmour, Manager
Program Section

Date: 7/1/91

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On June 14, 1991, signed an agreement with Multnomah County for a traffic signal installation at the intersection of the Lower Columbia River Highway and Cornelius Pass Road. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

2) On June 18, 1991, approved an agreement with the City of Tualatin covering installation of traffic control signals and illumination on the Beaverton-Tualatin Highway (S. W. Boones Ferry Road) and S.W. Sagert Road and construction of left-turn refuges on S. W. Boones Ferry Road.

3) On June 17, 1991, signed an agreement with Clackamas County Fire District No. 1 to upgrade traffic control equipment on the Rusk Road-Lawnfield Section of the Clackamas Highway. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

Dated this 12th day of July, 1991

Dwayne Hofstetter, Traffic Engineer

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CENTRAL POINT INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

58270 - William E. and Ethel B. Morrison Offer: $12,705.00

TACOMA STREET INTERCHANGE SECTION OF THE PACIFIC EAST HIGHWAY

6041013 - John B. and Wilva A. Trent Offer: $42,000.00
6041027 - B. Melvin Swire and Marcia B. Weinsoft $ 3,725.00

Dated this 2nd day of July, 1991.

Steven Green, Manager
Right of Way Section

EXHIBIT G

MINUTES OF July 23, 1991

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Tidewater Contractors,Inc. Contract No.10871 Acceptance Date: June 14,1991	Cow Creek(NewGlendale) Br. Douglas County
R.L. Coats Contract No. 10850 Acceptance Date: June 14,1991	O'Neil Jct.-Redmond Couplet Deschutes County
Northwest Earthmovers,Inc. Contract No. 10579 Acceptance Date: June 17,1991	Tualatin Valley Hwy.-N.W. Walker Road Washington County
North Santiam Paving Co. Contract No. 10928 Acceptance Date: June 17,1991	Woodburn-Brooks(Bikeway) North Unit Marion County
S & K Painting, Inc. Contract No. 10890 Acceptance Date: June 17,1991	Little Nestucca River (Weed) Bridge Tillamook County
Roy L. Houck Construction Co. Contract No. 10826 Acceptance Date: June 14,1991	Algoma Passing Lanes Klamath County
R.L. Coats Contract No. 10770 Acceptance Date: June 14,1991	Passing Lanes Deschutes and Klamath Counties
Weaver Construction Co. Contract No. 10527 Acceptance Date: June 14,1991	Pocahontas Rd.-Auburn Ave. (Baker) Baker County

EXHIBIT G

MINUTES OF July 23, 1991

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$19,301,123.13	$178,035,736.86
Anticpated Costs	$20,766.533.54	$178,151,552.71
Percentage Overrun(Underun)	+7.6%	+ 0.01%

for Wayne F. Cobine,Manager
Office of Operations

BMW:bmw

DELAUTH

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On June 11, 1991, approved an agreement with Central Oregon Motorcycle and ATV Club for the purchase of four portable radios under the All-Terrain Vehicle Account in Deschutes and Crook Counties. This agreement is effective June 1, 1991, through January 1, 1992, at a cost not to exceed $2,476.

2) On June 13, 1991, approved an agreement with Oregon ORV Volunteer Dune Patrol for an operating budget to be used for future projects or continuation of current projects under the All-Terrain Vehicle Account. This agreement is effective June 1, 1991, to January 1, 1992, at a cost not to exceed $6,000.

3) On June 17, 1991, approved an agreement with Tillamook County for a vehicle purchase to be used for law enforcement at Sandlake Park in Tillamook County. This agreement is effective July 1, 1991, to July 1, 1992, at a cost not to exceed $4,000. (Project approved by All-Terrain Vehicles Account Allocation Committee April 19, 1991.)

4) On June 17, 1991, approved an agreement with the Nestucca Rural Fire District to provide specialized equipment for use during rescue operations at Sandlake Park in Tillamook County. This agreement is effective June 1, 1991, to January 1, 1992, at a cost not to exceed $2,675. (Project approved by the All-Terrain Vehicles Account Allocation Committee April 19, 1991.)

Dated this 10 day of July, 1991

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following actions were taken:

1) On May 15, 1991, approved an intergovernmental agreement with Chemeketa Community College to conduct two courses on Basic and Advanced Statistics to be held June 20 through July 26, 1991. All services are to be completed by August 26, 1991, at a cost not to exceed $600.

2) On May 23, 1991, approved a personal service contract with Pavement Services, Inc., for resilient modulus testing of soils for the period of May 23 to December 31, 1991, at a cost not to exceed $10,000.

3) On June 12, 1991, approved a personal service contract with Oregon Qualifications-Based Selection for an informational/training manual on quality based contracting. This contract is effective July 1 through December 9, 1991, at a cost not to exceed $900.

731-0314A (10-90)

4) On June 25, 1991, approved an intergovernmental agreement with Chemeketa Community College for two "Commercial Drivers License Exam Workshops" to be held on July 9 through July 11, 1991, at a cost not to exceed $794.

5) On June 25, 1991, approved an intergovernmental agreement with Chemeketa Community College to provide computer training courses with the Association of Oregon Counties to be held July 11 through September 27, 1991, with all services to be completed by October 31, 1991, at a cost not to exceed $5,000.

Dated this 10 day of July, 1991

W. J. Quinn
Engineer of Materials and Research

July 5, 1991

I

MINUTES OF July 23, 1991

Oregon

DEPARTMENT OF TRANSPORTATION

PUBLIC TRANSIT DIVISION

FILE CODE:
COM

July 12, 1991

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Administrator

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Urban Mass Transportation Administration, Section 16(b)(2). A federal program for capital purchases of vehicles and equipment to be used in transporting elderly and disabled persons.

   A. Agreements signed with the following grantees to purchase capital equipment (May 3, 1991):

1.	Central Oregon Council on Aging	$ 33,550
2.	Chehalem Valley Senior Citizens Council	53,975
3.	Community Action Program of Yamhill County	53,025
4.	Lincoln County Council on Aging	72,400
5.	Mid-Valley Workshop and Rehabilitation	37,431
6.	Oregon Housing and Associated Services	117,712
7.	Polk Habilitation Enterprises	22,812
8.	Special Mobility Services	107,800
9.	Baker County	35,000
10.	Benton County	39,320
11.	Clatsop County	58,537
12.	Coos County	40,432
13.	Crook County	17,850
14.	Deschutes County	132,720
15.	Douglas County	174,900
16.	Josephine County	28,517
17.	Linn County	23,362
18.	Malheur County	35,000
19.	Morrow County	35,000
20.	Basin Transit District	35,910
21.	Lane Transit District	36,750
22.	Salem Area Transit District	133,350
23.	Tri-Met	250,000

131 Transportation Bldg
Salem, OR 97310
(503) 378-8201 (Voice)
TDD (503) 378-5037
FAX (503) 373-7376

732-0004 (5-91)

EXHIBIT I

MINUTES OF July 23, 1991

2. Passenger Assistance Techniques (PAT). A program to provide driver training on assisting elderly and disabled passengers.

   A. A personal services contract with the following individuals to conduct Passenger Assistance Techniques Workshops:

Contractor	Contract Amount	Date Signed
Dolores Patterson	$3,600	July 10, 1991
Glen Adams	3,600	July 10, 1991
Teena Stewart	1,000	April 25, 1991
David Moffitt	1,000	April 25, 1991

3. Special Transportation Grant. A program funded by Oregon State cigarette tax to provide planning, operating and demonstration grants to providers of special transportation:

Contractor	Contract Amount and Type		Date Signed
Umatilla County	$25,600	operating	May 13, 1991
Grant County	12,900	demonstration	May 13, 1991
Douglas County	16,775	planning	June 19, 1991
Linn County	88,630	demonstration	May 13, 1991
Wasco County	20,000	demonstration	May 13, 1991
Lane Transit District	44,000	planning	May 13, 1991
Rogue Valley Trans.	5,348	planning	June 28, 1991
Rogue Valley Trans.	60,000	demonstration	July 8, 1991
Tri-Met	400,000	operating	July 8, 1991

4. Urban Mass Transportation Administration, Section 9. A 100% federal grant providing capital/operating assistance to urbanized transit systems on a pass-through basis.

   A. A grant agreement with Rogue Valley Transportation District and Urban Mass Transportation Administration to provide $337,996 in operating and capital assistance (July 8, 1991).

DHM:ag

cc: John Elliott
Don Forbes
Judy Gregory
Carol Mitchell
Fran Neavoll

del.june:ahd

EXHIBIT J

MINUTES OF July 23, 1991

Report of Condemnation Cases Settled

State v. Richey
L - 9534
R - 57674
Section: Lake Creek - Pacific Highway
Highway: Corvallis - Lebanon
County: Linn
Comments: Defendants accepted State's deposited amount of $1,400 and additional access for farm use only.
Attorney: Wendy J. Paris

State v. Oak Hills
L - 9671
R - 6044-093
Section: Mary's River - Kiger Island
Highway: Pacific West
County: Benton
Comments: Defendants accepted State's 30-Day offer of $4,001.
Attorney: Wendy J. Paris

State v. Vanderstar
L - 9568
R - 57790
Section: Spangler Hill - Mulino
Highway: Cascade South
County: Clackamas
Comments: Defendants were claiming trespass in addition to damages from the project. The trespass claim had a potential for treble or double damages. The State settled the case for $18,500 which included the trespass claim and proximity damages not considered by the State's appraiser.
Attorney: Wendy J. Paris

State v. Cooper, et ux, et al.
L - 9652
R - 6028027
Section: Coquille Reroute
Highway: Coos Bay - Roseburg
County: Coos
Comments: Original estimate of just compensation based on administrative procedure and offered no compensation for proximity damages. State held the case for $6,000 when it was realized there were proximity damages and the take affected the highest and best use of the property.
Attorney: Robert A. Petersen

State v. Bartlett & Beach
L - 9594
R - 55674
Section: Lincoln Beach
Highway: Oregon Coast
County: Lincoln
Comments: State's staff appraiser appraised the take at $11,800. The State's fee appraiser appraised the take at $22,300 and the defendant's appraiser appraised the take at $30,000. Based on the wide diversity of opinions and the taking of income producing rental in other settlements in the area, a settlement at $20,000 was made.
Attorney: Robert A. Petersen

State v. Brabham
L - 9605
R - 58184
Section: Lincoln Beach - Fogarty
Highway: Oregon Coast
County: Lincoln
Comments: Defendants accepted the State's 30-day offer of $22,001.
Attorney: Wendy J. Paris

State v. Pozzi
L - 9686
R - 6054023
Section: Terrebonne-O'Neil Junction
Highway: The Dalles - California
County: Deschutes
Comments: Defendants accepted the State's 30-Day offer of $5,060.
Attorney: Roger R. Warren

State v. Amos
L - 9688
R - 6044-082
Section: Mary's River - Kiger Island
Highway: Pacific Hwy. West
County: Benton
Comments: Defendants accepted State's pled $3,500 as settlement.
Attorney: Roger R. Warren

State v. Eades
L - 9497
R - 57551
Section: O'Neil Junction - Redmond
Highway: The Dalles - California
County : Deschutes
Comments: Defendants accepted the State's 30-day offer of $32,500.
Attorney: Roger R. Warren

State v. Davidson's Readymix Ltd.
L - 9473
R - 57386
Section: Foothill Blvd. - Rogue River
Highway: Redwood
County: Josephine
Comments: State's take included about 1/3 of defendant's property and severed the property into two parcels. The State settled the case for $93,000 on the basis the property was at a superior location to many of the comparables and pled by the State's witnesses.
Attorney: Roger R. Warren

State v. First Interstate Bank
L - 9595
R - 55675
Section: Lincoln Beach - Fogarty Creek
Highway: Oregon Coast
County: Lincoln
Comments: Case settled for $61,000.
Attorney: Robert A. Petersen

State v. Hellstern
L - 9687
R - 6044-073
Section: Mary's River - Kiger Island
Highway: Pacific Hwy West
County: Benton
Comments: Defendants agreed to settle for the State's deposited amount and a correction to the legal description.
Attorney: Roger R. Warren

State v. Veterans' Affairs
L - 9691
R - 57136
Section: Mt. Hood - Long Prairie
Highway: Mt. Hood
County: Hood River
Comments: The defendants accepted the State's 30-Day offer of $3,500.
Attorney: Roger R. Warren

Report of Condemnation Cases Optioned [Dismissed]

State v. Roots
L - 9639
R - 6041-015
Section: Tacoma St. Interchange-17th Avenue
Highway: Pacific Highway East
County: Clackamas
Comments: Settled by Right of Way

State v. Bode
L - 9618
R - 6035-009
Section: Salmon River Hwy-Three Rivers Hwy.
Highway: Salmon River
County: Polk
Comments: File canceled by Right of Way.

Report of Judgment

State v. Dimmick
L - 9565
R - 58139
Section: Cornell Road Interchange
Highway: Sunset
County: Washington
Comments: Defendants did not appear and were defaulted and a final judgment filed in the amount of $2,350.
Attorney: Roger R. Warren

Report of Condemnation Cases Tried

State v. Ashbaugh
L - 9567
R - 57769
Section: Spangler Hill - Mulino
Highway: Cascade South
County: Clackamas
Comments: The issue was proximity damages relating to the removal of trees and shrubs acting as a sound barrier and the change in grade of the highway. State's witnesses testified that the value of the residence was not zero, but it did have a lesser value than in the before situation. The jury believed the State's value of the land and improvements, but awarded additional sums for damages. State's 30-Day offer was $15,001 and the verdict was $20,000.

State v. Rasmussen
L - 9478
R - 57408
Section: Foothill Boulevard - Rogue River
Highway: Redwood
County: Josephine
Comments: The State offered $100,001 in its 30-day letter. Defendants answered in counterclaim for $975,000. Defendants claimed damages as in the after condition the defendant's restaurant was on a curve in the highway and had lost some of its visibility as a large berm was constructed between the highway and the restaurant. During the trial a semi-tractor/trailer ran off the road and tipped over in front of the restaurant on the berm. The jury agreed with the State's valuation of the land and improvements, but awarded damages. The verdict was $125,000.

State v. Brooks
L - 9586
R - 57531
Section: Oswego at Pimlico
Highway: Oswego
County: Clackamas
County: State offered $10,001 in its 30-day letter. State's appraiser revised his appraisal after the 30-day letter to approximately $13,000 based on the State's taking of an easement that would be virtually unusable to the land owners. Jury was emotionally influenced by the beautiful appearance of the subject prior to the take in comparison with its probable appearance after the taking. The verdict was $22,500.
Attorney: Denise Fjordbeck

JTT003A2/cr

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	July 23, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

July 9,1991

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On July 9, 1991 $8,953,445.23 was distributied to the counties as their share of motor vehicle revenues for the month of June ,1991.

On July 9, 1991 $5,761,070.67 was distributed to the cities for the month of June , 1991.

(List of apportionments on file in Commission Files, Salem.)

Dated this 9th day of July ,1991.

Douglas R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

MINUTES

OF THE

OREGON TRANSPORTATION COMMISSION TELEPHONE MEETING

HELD ON

AUGUST 20, 1991

The Oregon Transportation Commission held their regular monthly meeting by telephone at 10 a.m., August 20, 1991, originating in Room 135 of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) The following persons were on the telephone at the locations given:

Michael P. Hollern, Chairman, Salem
John Whitty, Vice Chairman, Coos Bay
Cynthia J. Ford, Member, Ashland
David F. Bolender, Member, Portland
Donald E. Forbes, Director of Transportation, Salem
John Elliott, Assistant Director for Strategic Planning and Communications, Salem
Tony B. Lewis, Assistant Director for Finance, Salem
Bill Anhorn, Deputy State Highway Engineer, Salem
Dennis Moore, Administrator of Public Transit Division, Salem
Paul Meyerhoff, Administrator of Aeronautics Division, Salem
Fran Neavoll, Commission Services, Salem

There were other staff persons present.

Vice Chairman Whitty moved and Commissioner Bolender seconded the motion for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the July 23, 1991, meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2837 in Commission's files, Salem.)

3) Survey maps and adopted resolutions covering the following locations:

   A) N.E. 181st Avenue-Troutdale Section of I-84 (Columbia River Highway) in Multnomah County. (Highway Corridor and Design Resolution No. 500 in Commission's files, Salem.)

   B) Unity Forest Wayside-Ironside Section of John Day Highway in Baker and Malheur Counties. (Highway Corridor and Design Resolution No. 501 in Commission's files, Salem.)

4) Renewed Motor Vehicles Division's annual membership in the National Committee on Uniform Traffic Laws and Ordinances in the amount of $2,000 for the period July 1, 1991, through June 30, 1992.

5) Granted request from the City of Ontario in the amount of $2,500 as a 50-50 match on the funding of a Master Plan for the Ontario Municipal Airport.

(Continued on next page.)

6) Transferred jurisdictional responsibility for the Scholls Highway to Washington County. Agreement calls for transfer of responsibility for the ownership and maintenance of the highway to Washington County, except at its intersections with the Beaverton-Hillsdale Highway and the Hillsboro-Silverton Highway. In exchange, the State agrees to: 1) increase the State investment on the Murray Boulevard-Fanno Creek Project on this highway by $3.7 million, 2) honor its commitment to complete three other projects identified in the 1991-1996 Six-Year Highway Improvement Program, and 3) make a one-time contribution of $450,000 to needed operational and maintenance improvements. (Authorized State Highway Engineer to sign necessary documents.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Assistant Director for Administration	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Manager	Exhibit H
Bridge Engineer	Exhibit I
Region I Engineer	Exhibit J
Region 2 Engineer	Exhibit K
Region 3 Engineer	Exhibit L
Region 4 Engineer	Exhibit M
Region 5 Engineer	Exhibit N
Roadway Engineer	Exhibit O
Manager, Office of Permits and Weighmasters	Exhibit P
Assistant Attorney General	Exhibit Q

The Commission confirmed their next meeting dates of September 16 and 17, 1991, in Klamath Falls.

The Commission changed the October 18 Commission meeting to Tuesday, October 15, 1991, in Salem.

Mr. Forbes told the Commission about a Grand Safety Station, a pavilion at the corner of 17th Street and Silverton Road in Salem at the Oregon State Fair. He said the purpose was for providing information about transportation safety to the public as they attend the State Fair.

Upon Mr. Anhorn's recommendation, Commissioner Ford moved and Commissioner Bolender seconded the motion for approval of the following items. The motion carried unanimously by the Commission.

(Continued on next page.)

1) Approved Supplement No. 2 to a personal service contract with TAMS Consultants, Inc. for additional work in the areas of engineering, traffic, utilities, right-of-way, and public involvement on the Sunrise Corridor Project (Unit 1) in Clackamas County. This supplement would increase the amount by $61,285.36 for a total of $575,923.67. (Authorized State Highway Engineer to sign necessary contract.)

2) Cancelled the Umpqua Highway Project at Drain/Yoncalla Highway, OR 38, Douglas County, in the 1991-96 Six-Year Highway Improvement Program. There was no local support for the project.

3) Confirmed Chairman Hollern's approval of August 2, 1991, for an increase in project authorization on Contract No. 10,513 for the Klamath County Line-Drews Creek Road Section on the Klamath Falls-Lakeview Highway in Lake County in the amount of $1,416,647.87. Claim settlement states contractor will receive payment by August 10, 1991, or the State will pay interest on the full amount. Chairman Hollern agreed that it would be in the best interest of the taxpayers to make payment prior to the August Commission meeting.

4) Approved an engineering services contract for seismic prioritizing of all State bridges by vulnerability, age, construction type, necessity to highway users and various other criteria in the amount of $350,000. The Division lacks sufficient staff to conduct study. (Authorized State Highway Engineer to sign necessary contract.)

5) Approved entering into one or more multiple flexible services contracts for natural science services in the amount of $500,000 on a project-by-project basis. Contracts would be for a two-year period and renewable at end of term. The Division does not have sufficient staff to do forecast work within the established time frames. (Authorized State Highway Engineer to sign necessary contract.)

6) Approved supplemental contract with David Evans and Associates for surveying work on a portion of the Westside Corridor Project in the amount of $50,000. (Authorized State Highway Engineer to sign supplemental contract.)

(Continued on next page.)

7) Adopted temporary rule amending OAR 734-82-003, OAR 734-82-035, OAR 734-82-040, and Exhibits 17, 18, and 23 regulating variance permits for nondivisible loads. (See Temporary Permit Rule No. 60B in Commission's files, Salem. The rule was filed with the Secretary of State on August 23, 1991, and will be published in their Administrative Rule Bulletin on October 1, 1991.) Changes to the rule were:

A) Authority to issue annual permits for unladen, nondivisible load vehicles. This will allow an empty, oversized vehicle to travel to the loading site without waiting for a trip permit to be issued.

B) Replacement of the current road use assessment fee procedures with an easy-to-use rate chart. This will simplify the method used to determine the rates, allowing issuance of permits more quickly.

C) Changes in pilot car requirements which will make the rule easier to understand and more up-to-date.

D) Changes in wording which could be misinterpreted.

William Nessly, Assistant Attorney General, Finance and Government Section, requested that the Commission ratify their agreement with Tri-Met by which the Department would participate in one half of the State/local matching funds necessary for the Westside Corridor Light Rail Project. He said this request merely reflects an abundance of legal caution and a desire to minimize the Department's exposure to legal expenses if anyone should attempt court action to challenge the validity or performance of the agreement. He mentioned the Commission had approved the agreement on June 25, 1991, and at that time House Bill 2128 had not been signed into law. He felt that ratification of the agreement would eliminate any possible argument on the validity of the agreement as to the timing of the Commission's approval in relation to the effective date in House Bill 2128. He also commented that the Commission's ratification would eliminate the need for extensive legal briefing concerning the timing and would effectuate additional legal protection. Commissioner Bolender moved and Vice Chairman Whitty seconded the motion for approval. The motion carried unanimously by the Commission ratifying the agreement.

Vice Chairman Whitty stated that he had been receiving letters from concerned citizens regarding the demolition of the bridge railing on the old Alsea Bay Bridge, Oregon Coast Highway, Lincoln County. The concern was that the demolition time for the bridge had been shortened by 70 days, which makes the time line more intense and little time for removal and saving of a portion of the railing. Vice Chairman Whitty supported the concern and asked if there was something that could be done to save the railing without additional expense. Mr. Anhorn said he would find out and get an answer back to the Commission prior to the dedication of the new bridge at 10 a.m., on August 24, 1991.

There being no further items to consider, Chairman Hollern adjourned the meeting at 10:15 a.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Fran Newell
Commission Services

absent for approval
Roger L. Breezley, Commissioner

EXHIBIT A

MINUTES OF 8/20/91

Report of Confirmation of Action Taken Under Delegated Authority

No. 1 Project: *St. John's Bridge Section*

Type of Work: *Maintenance Coating* F. A. No. : *State*

County: *Multnomah* Highway: *Northeast Portland (US-30)*

No. of Bidders: 3 Low Bidder: *Long Painting Company, Seattle, WA*

Low Bid: *$ 2,294,000.00* Engineer's Est.: % Above Engr. Est.:

Engineer's Recommendation: *Reject all bids and readvertise at a later date.*

2nd Bidder: *Abhe & Svoboda, Inc., Prior Lake, MN* *$ 4,163,220.00*
3rd Bidder: *Certified Coatings of California, Concord, CA* *$ 4,303,000.00*

PUBLIC INTEREST FINDING

On May 23, 1991, proposals were opened and read for the St. John's Bridge maintenance painting project on N.E. Portland Boulevard in Multnomah County. Three bids were received. The low bidder made a gross mistake in his proposal. The second low bid significantly exceeded the engineer's estimate of the project. Based on the above, the public interest will best be served if all bids are rejected pending the availability of funding. Copies of this Public Interest Finding are being provided to the bidders of record for this project.

On June 11, 1991, rejected the above bids.

Dated this 12 day of July, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

EXHIBIT A

MINUTES OF August 20, 1991

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED A UTHORITY

No. 1 Project: *St. John's Bridge Section*

Type of Work: *Maintenance Coating* **F. A. No.:** *State*

County: *Multnomah* **Highway:** *Northeast Portland (US-30)*

No. of Bidders: 3 **Low Bidder:** *Long Painting Company, Seattle, WA*

Low Bid: $ 2,294,000.00

Engineer's Recommendation: *Pending.*

2nd Bidder: *Abhe & Svoboda, Inc., Prior Lake, MN* $ 4,163,220.00
3rd Bidder: *Certified Coatings of California, Concord, CA* $ 4,303,000.00

No. 2 Project: *Jumpoff Joe Creek - N. Grants Pass Section*

Type of Work: *Grading, Paving, Structures, and Signing* **F. A. No.:** *MAIR-5-1(121)058*

County: *Josephine* **Highway:** *Pacific (I-5)*

POSTPONED TO JUNE 27, 1991

No. 3 Project: *Cox Creek Pedestrian Facility (Albany) Section*
Contract 11,066

Type of Work: *Grading and Structure* **F. A. No.:** *State*

County: *Linn* **Highway:** *Albany-Junction City (OR-99E)*

No. of Bidders: 5 **Low Bidder:** *Pat Aldrich Const., Bend, OR*

Low Bid: $ 94,097.00

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Dice Construction, Inc., Bend, OR* $ 96,530.00
3rd Bidder: *Mocon Corporation, Salem, OR* $ 105,351.50

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 6-3-91

EXHIBIT A

MINUTES OF August 20, 1991

No. 4 **Project:** *Shore Drive-Umtilla W.C.L. (Bikeway) Section* Contract 11,067

Type of Work: *Grading and Paving* **F. A. No.:** *State*

County: *Umatilla* **Highway:** *Columbia River (US-730)*

No. of Bidders: *2* **Low Bidder:** *Blue Mountain Paving Co., Yakima, WA*

Low Bid: $ *48,615.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Dice Construction, Inc., Bend, OR* $ *64,992.00*
3rd Bidder: *None*

No. 5 **Project:** *Broadway Avenue at Monroe Street (Burns) Section* Contract 11,068

Type of Work: *Signing and Signals* **F. A. No.:** *HES-21-4(8)*

County: *Harney* **Highway:** *Central Oregon (US-20)*

No. of Bidders: *4* **Low Bidder:** *Albany Electric, Inc., Albany, OR*

Low Bid: $ *92,925.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Marca Electric Inc., Coquille, OR* $ *101,132.00*
3rd Bidder: *Cherry City Electric, Inc. dba Hamilton Electric* $ *105,080.00*

No. 6 **Project:** *Paquet Gulch Bridge Section* Contract 11,069

Type of Work: *Grading and Structure* **F. A. No.:** *RS-B406(4)*

County: *Wasco* **Highway:** *Reservation Road (County Road)*

No. of Bidders: *7* **Low Bidder:** *Holm II, Inc., Stayton, OR*

Low Bid: $ *143,235.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of Wasco County and receipt of deposit by the County.*

2nd Bidder: *Tidewater Contractors, Inc., Brookings, OR* $ *153,331.50*
3rd Bidder: *W. G. Moe & Sons, Inc., Portland, OR* $ *155,775.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 6-3-91

EXHIBIT A

MINUTES OF August 20, 1991

No. 7 **Project:** *Airport Road - Kees Street (Lebanon) Section*

Type of Work: *Grading, Paving, and Water Main* **F. A. No.:** *M-5485(2)*

County: *Linn* **Highway:**

POSTPONED TO JUNE 27, 1991

No. 8 **Project:** *Eugene Signal System (Phase 3) Section*

Contract 11,070

Type of Work: *Traffic Signal Interconnect Installations* **F. A. No.:** *M-000C(41)*

County: *Lane* **Highway:** *Various Streets*

No. of Bidders: 3 **Low Bidder:** *L.R. Brabham, Inc., Springfield, OR*

Low Bid: *$ 234,317.85*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Eugene and receipt of deposit by the City.*

2nd Bidder: *Schoolhouse R. Electrical Construction, Ashland, OR* *$ 245,640.76*

3rd Bidder: *Albany Electric, Inc., Albany, OR* *$ 285,619.40*

No. 9 **Project:** *N.E. Portland Highway at N.E. 181st Avenue Section*

Contract 11,071

Type of Work: *Grading, Paving, Signing, and Signals* **F. A. No.:** *State*

County: *Multnomah* **Highway:** *Northeast Portland (US-30B)*

No. of Bidders: 7 **Low Bidder:** *Oregon Asphaltic Paving Co., Inc., Portland, OR*

Low Bid: *$ 343,064.50*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Wildish Standard Paving Co., Eugene, OR* *$ 371,923.50*

3rd Bidder: *K. F. Jacobsen & Co., Inc., Portland, OR* *$ 379,965.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 6-3-91

EXHIBIT A

MINUTES OF August 20, 1991

No. 10 **Project:** *South Talent Avenue - Valley View Road (Bikeway) Section* Contract 11,072

Type of Work: *Grading and Paving* **F. A. No.:** *State*

County: *Jackson* **Highway:** *Rogue Valley (OR-99)*

No. of Bidders: 3 **Low Bidder:** *Ledford Construction Company, Medford, OR*

Low Bid: $ *413,148.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Dice Construction, Inc., Bend, OR* $ *419,399.50*
3rd Bidder: *LTM Inc., dba Lininger Tru-Mix, Inc, Medford, OR* $ *425,534.00*

No. 11 **Project:** *Corridor Projects (Portland) Section* Contract 11,073

Type of Work: *Grading, Paving, Signing, Signals, and Landscaping* **F. A. No.:** *M-0000(113)*

County: *Multnomah* **Highway:** *S.W. Multnomah Boulevard and E. Burnside Street*

No. of Bidders: 3 **Low Bidder:** *All Concrete Specialties, Inc., Vancouver, WA*

Low Bid: $ *698,431.60*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit by the City.*

2nd Bidder: *East County Electric Co., dba Highlite Construction Co., Inc., Brush Prairie, WA* $ *729,798.07*
3rd Bidder: *Eagle Elsner, Inc.,Tigard, OR* $ *795,503.00*

No. 12 **Project:** *Crook County Line-Forest Boundary Section* Contract 11,074

Type of Work: *Grading and Rockfall Correction* **F. A. No.:** *State*

County: *Wheeler* **Highway:** *Ochoco (US-26)*

No. of Bidders: 15 **Low Bidder:** *Elting Incorporated, Clackamas, OR*

Low Bid: $ *485,739.30*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Kerco, Inc., Trail, OR* $ *599,793.95*
3rd Bidder: *Kerr Contractors Incorporated, Tualatin, OR* $ *625,761.75*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 6-3-91

EXHIBIT A

MINUTES OF August 20, 1991

No. 13 **Project:** *Imbler - Elgin Section* Contract 11,075

Type of Work: *Grading, Paving, Structures, and Signing* **F. A. No.:** *F-7(22)*

County: *Union* **Highway:** *Wallowa Lake (OR-82)*

No. of Bidders: 3 **Low Bidder:** *J. C. Compton Contractor, Inc., McMinnville, OR*

Low Bid: *$ 1,120,280.25*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence with FHWA.*

2nd Bidder: *Angell Asphalt and Aggregate Inc., Coos Bay, OR* *$ 1,223,728.45*
3rd Bidder: *Tidewater Contractors, Inc., Brookings, OR* *$ 1,589,535.30*

No. 14 **Project:** *Forest Boundary-Enterprise Section* Contract 11,076

Type of Work: *Roadwork, Structures and Signing* **F. A. No.:** *State*

County: *Wallowa* **Highway:** *Enterprise-Lewiston (OR-3)*

No. of Bidders: 11 **Low Bidder:** *Steelman-Duff, Inc., A Corporation of Washington, Clarkston, WA*

Low Bid: *$ 3,360,741.55*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Seubert Excavators, Inc., Cottonwood, ID* *$ 3,499,885.78*
3rd Bidder: *Delhur Industries, Inc., Port Angeles, WA* *$ 3,519,708.55*

No. 15 **Project:** *Kiwa Springs-Mt. Bachelor Section* Contract 11,077

Type of Work: *Grading, Paving, Structure, and Signing* **F. A. No.:** *FLH-RS-159(6)*

County: *Deschutes* **Highway:** *Century Drive*

No. of Bidders: 6 **Low Bidder:** *J. C. Compton Contractor, Inc., McMinnville, OR*

Low Bid: *$ 5,425,138.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA, Sunriver properties and Mt. Bachelor, Inc., and receipt of deposits from the last two entities.*

2nd Bidder: *R. L. Coats, Bend, OR* *$ 5,666,399.00*
3rd Bidder: *Kiewit Pacific Co., Vancouver, WA* *$ 5,833,140.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 6-3-91

EXHIBIT A

MINUTES OF August 20, 1991

No. 16 **Project:** *Fox - Mt. Vernon Section* Contract 11,078

Type of Work: *Chip Seal* **F. A. No.:** *State*

County: *Grant* **Highway:** *Pendleton-John Day (US-395)*

No. of Bidders: *6* **Low Bidder:** *Superior Paving Co., Yakima, WA*

Low Bid: *$ 312,605.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Weaver Construction Co., La Grande, OR* *$ 317,020.00*
3rd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* *$ 341,110.00*

On June 3, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on May 23, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 5, 6, 8, 11, 13, and 15, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 12 day of July, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) All-Terrain Vehicle Project Agreement with Coos County to provide law enforcement services at the Dunes National Recreation Area. The State will be responsible for 71 percent of the total cost of $45,810 but not to exceed $32,558 as approved by the All-Terrain Vehicle Account Allocation Committee. Approved by William Anhorn on July 2, 1991. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 11 day of July, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 8, 1991

731-0314(12-90)

EXHIBIT A

MINUTES OF August 20, 1991

Report of Confirmation of Action Taken Under Delegated Authority

No. 1 **Project:** *Jumpoff Joe Creek - N. Grants Pass Section*

Type of Work: *Grading, Paving, Structures, and Signing*

Contract No. 11,065
F. A. No.: *MAIR-5-1(121)058*

County: *Josephine*

Highway: *Pacific (I-5)*

No. of Bidders: 4 **Low Bidder:** *Hamilton Construction Co. (Oregon), Springfield, OR*

Low Bid: $ *5,856,688.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA*

2nd Bidder: *Copeland Paving, Inc., Grants Pass, OR* $ *6,166,206.00*
3rd Bidder: *Babler Bros., Inc., Portland, OR* $ *6,232,464.00*

No. 2 **Project:** *Signal Systems Interconnect (Springfield) Section*

Type of Work: *Traffic Signal Interconnect*

Contract No. 11,079
F. A. No.: *M-000C(42)*

County: *Lane*

Highway: *Centennial Boulevard and Gateway Street (City Streets)*

No. of Bidders: 4 **Low Bidder:** *Linnco Electric Co., Albany, OR*

Low Bid: $ *66,194.00*

Engineer's Recommendation: *Award to low bidder subject to concurrence of FHWA and the City Springfield and receipt of deposit from the City*

2nd Bidder: *L.R. Brabham, Inc., Springfield, OR* $ *90,782.00*
3rd Bidder: *Cherry City Electric, Inc. dba Hamilton Electric, Salem, OR* $ *93,655.00*

No. 3 **Project:** *Lower Columbia River Hwy @ Cornelius Pass Road Section*

Type of Work: *Signing and Signals*

Contract No. 11,080
F. A. No.: *State*

County: *Multnomah*

Highway: *Lower Columbia River (US 30)*

No. of Bidders: 7 **Low Bidder:** *East County Electric Co. dba Highlite Construction Co., Inc., Brush Prairie, WA*

Low Bid: $ *97,888.80*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *Linnco Electric Co., Albany , OR* $ *102,442.00*
3rd Bidder: *Tice Electric Co., Portland, OR* $ *103,135.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 9-3-91

EXHIBIT A

MINUTES OF August 20, 1991

No. 4 **Project:** *Rusk Road - Lawnfield Section*

Type of Work: *Traffic Signals* **F. A. No.:** Contract No. 11,081 *State*

County: *Clackamas* **Highway:** *Clackamas (OR-224)*

No. of Bidders: 5 **Low Bidder:** *H & H Electric , Inc., Portland, OR*

Low Bid: $ *145,746.60*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder:	*East County Electric Co. dba Highlite Construction Co., Inc., Brush Prairie, WA*	$ *154,488.50*
3rd Bidder:	*Tice Electric Company, Portland, OR*	$ *168,195.00*

No. 5 **Project:** *Airport Road - Kees Street (Lebanon) Section*

Type of Work: *Grading, Paving, and Water Main* **F. A. No.:** Contract No. 11,082 *M-5485(2)*

County: *Linn* **Highway:** *5th Street (City Street)*

No. of Bidders: 5 **Low Bidder:** *James W. Fowler Co., Dallas, OR*

Low Bid: $ *203,683.65*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Lebanon and receipt of deposit by the City.*

2nd Bidder:	*Morse Bros., Inc., Lebanon, OR*	$ *207,978.00*
3rd Bidder:	*KIP Construction Co., Eugene, OR*	$ *214,780.50*

No. 6 **Project:** *Hamburg Avenue - 32nd Street (Astoria) Section*

Type of Work: *Roadwork* **F. A. No.:** *F-1(49)*

County: *Clatsop* **Highway:** *Oregon Coast (US 101) and Lower Columbia River (US 30)*

No. of Bidders: 0 **Low Bidder:** *None*

Low Bid: $

Engineer's Recommendation: *Reevaluate project before readvertising*

2nd Bidder:	*None*	$
3rd Bidder:	*None*	$

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 7-3-91

EXHIBIT A

MINUTES OF August 20, 1991

No. 7 **Project:** *Pacific Drive - Fort Stevens Highway Section*
Contract No. 11,084

Type of Work: *Roadwork*
F. A. No.: *RS-A734(2)*

County: *Clatsop*
Highway: *Ridge Road (County Road)*

No. of Bidders: *1* **Low Bidder:** *Bayview Transit Mix, Inc., Seaside, OR*

Low Bid: $ *577,668.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and Clatsop county and receipt of deposit by the County.*

2nd Bidder: *None* $
3rd Bidder: *None* $

No. 8 **Project:** *Arterial Streets Overlay Project No. 9 (Portland) Section*
Contract No. 11,085

Type of Work: *Roadwork*
F. A. No.: *M-0000(116)*

County: *Multnomah*
Highway: *City Streets*

No. of Bidders: *3* **Low Bidder:** *K.F. Jacobsen & Co., Inc., Portland, OR*

Low Bid: $ *548,432.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit by the City*

2nd Bidder: *Oregon Asphaltic Paving Co., Inc., Portland, OR* $ *601,710.00*
3rd Bidder: *Lakeside Industries, Bellevue, WA* $ *689,273.10*

No. 9 **Project:** *Pioneer Parkway East - 7th Street (Springfield) and Main Street - Centennial Boulevard (Springfield) Section*
Contract No. 11,086

Type of Work: *Roadwork and Signals*
F. A. No.: *M-0000(115)*

County: *Lane*
Highway: *North "A" Street and North 28th Street (City Street)*

No. of Bidders: *2* **Low Bidder:** *Wildish Paving Company, Eugene, OR*

Low Bid: $ *628,942.70*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Springfield and receipt of deposit by the City*

2nd Bidder: *Eugene Sand & Gravel, Inc., Eugene, OR* $ *697,300.00*
3rd Bidder: *None* $

APPROVED BY CHAIRMAN
[illegible] P. HOLLEN
Date 9-3-91

EXHIBIT A

MINUTES OF August 20, 1991

No. *10* **Project:** *N.E. 181st Avenue - Troutdale (Overlay) Section*

Type of Work: *Cold Planing and Paving* Contract No. 11,087
F. A. No.: *State*

County: *Multnomah* **Highway:** *Columbia River (I-84)*

No. of Bidders: *2* **Low Bidder:** *Roy L. Houck Construction Company, Salem, OR*

Low Bid: $ *700,631.00*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *Wildish Standard Paving Co., Eugene, OR* $ *825,174.50*
3rd Bidder: *None* $

No. *11* **Project:** *S.W. 15th Street - S.W. 2nd Street (Pendleton) Section*

Type of Work: *Cold Plane and Inlay* Contract No. 11,088
F. A. No.: *State*

County: *Umatilla* **Highway:** *Pendleton (US 30)*

No. of Bidders: *2* **Low Bidder:** *Blue Mountain Paving Co., Yakima, WA*

Low Bid: $ *168,840.00*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *Pioneer Asphalt, Inc. dba Pioneer Construction, Inc., Pendleton, OR* $ *191,252.40*
3rd Bidder: *None*

On July 3, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on June 27, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 5, 7, 8, and 9, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 23 day of July, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On July 8, 1991, approved a personal service contract with Data Processing Resources, Inc., for data processing services (COBOL II Computer Program established by the TEAMS Programming Staff). This contract is for the period covering July 8, 1991, through August 15, 1991, at a cost not to exceed $15,000. (Authorized Assistant Director for Finance to sign contract.)

Dated this 12 day of July, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 10, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with City of Portland covering construction of a replacement for the Terwilliger Bridge, reconstruction of the Terwilliger Interchange ramps, and construction of traffic signals and illumination. The total cost is not to exceed $640,000.

   The agreement also provides for the State to assume permanent ownership of the new Terwilliger Bridge and for the City to accept all of State's right, title and interest over 3.46 miles of the Beaverton-Hillsdale Highway. Said portion of the Beaverton-Hillsdale Highway serves primarily as a local arterial. Approved by William Anhorn on July 16, 1991. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 23 day of July, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 17, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with United States Government Service, Water Resources Division, for a scour study from two bridge sites in Oregon. Maximum cost is $12,000. This study is needed to determine total continuous scour at bridge piers and foundations. The results will be used to evaluate scour design practices of the Highway Division. (William Anhorn approved on July 18, 1991.) (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 23 day of July, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 23, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

1) On July 12, 1991, approved a Memorandum of Understanding between the State of Oregon, Department of Fish and Wildlife, Parks and Recreation Department, Department of Transportation, Counties of Gilliam, Grant, Sherman, Wasco and Wheeler and Oregon Economic Development Department for the 1989-91 North Central Tourism Regional Strategy Program.

Dated this 2 day of July, 1991.

Donald E. Forbes
Director of Transportation

July 29, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following actions were taken:

1) On June 7, 1991, approved an indirect cost proposal agreement with Rogue Valley Council of Governments to recover their costs as it applies to transportation planning funds.

2) On June 13, 1991, approved an interagency agreement between the Department of Transportation Photo Services Section and the Executive Department Budget and Management Division to produce a video training program on performance measurement of approximately 15 minutes duration. The agreement is to be completed by July 31, 1991. Executive Department to pay $1,000.

3) On June 13, 1991, approved an interagency agreement between the Department of Transportation Photo Services Section and the Executive Department Director's Office to produce a video training program on performance measurement of approximately 15 minutes duration. The agreement is to be completed by July 31, 1991. Executive Department to pay $1,000.

4) On June 26, 1991, signed a supplemental agreement with Salem Family YMCA to operate a day care facility (Sunstone Children's Center) sponsored by the Department and the Public Utility Commission. Covers period July 1, 1991, through June 30, 1993. (Transportation Commission approved original agreement on March 21, 1989.)

731-0314A (10-90)

5) On July 1, 1991, approved an agreement with Chemeketa Community College for two courses on Training Session Conflict Resolution. These courses are to be held August 27 through September 19, 1991, at a cost not to exceed $1,700.

Dated this 5th day of August, 1991

Judy Gregory

Judy Gregory
Assistant Director for Administration

July 29, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On June 5, 1991, approved an agreement between Central Services and the Highway Division to provide administrative personnel services support in Highway Regions 1, 3, 4, and 5 and administer the Emerging Small Business Program.

2) On June 17, 1991, signed a personal service contract with Cascade Earth Science, LTD., for investigation and cleanup of contaminated soils in Newport, Waldport and Grande Ronde (District 4) in Lincoln and Polk Counties. This contract is effective June 17 through December 31, 1991, at a cost not to exceed $106,140.10. (Transportation Commission approved January 29, 1991. William Anhorn signed for State Highway Engineer.)

3) On June 28, 1991, signed an agreement with City of Tigard covering realignment of the Gaarde Street intersection with 99W and replacement of an existing traffic signal. (Transportation Commission approved July 17, 1990, as a part of the Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

4) On June 28, 1991, signed a personal service contract with Interpretive Exhibits, Inc., to install exhibits and related signage to complete the interior of the Alsea Bay Bridge Visitor Center. This contract is effective June 28, 1991, through January 31, 1992, at a cost not to exceed $13,000. (Transportation Commission approved September 20, 1988. William Anhorn signed for State Highway Engineer.)

5) On June 28, 1991, signed a supplement to a personal service contract with McKenzie-Willamette Hospital to perform pre-employment physical examination and physical capacity testing in Portland and Eugene. This supplement extends the contract completion date to June 30, 1992. (William Anhorn signed for State Highway Engineer. Original contract approved by State Highway on October 31, 1989.)

6) On June 28, 1991, signed a supplement to a personal service contract with MetroLab to perform pre-employment drug testing for employees in Portland (Region 1) and in Eugene (District 5). This supplement extends the contract completion date to June 30, 1992. (William Anhorn signed for State Highway Engineer. Original contract approved by State Highway October 25, 1989.)

7) On June 28, 1991, signed a supplement to a personal service contract with Portland Adventist Medical Center to perform pre-employment physical examination and physical capacity testing in Portland and Eugene (District 5) for Highway Maintenance Worker applicants. This supplement extends the contract completion date to June 30, 1992. (William Anhorn signed for State Highway Engineer. Original approved by State Highway Engineer October 31, 1989.)

8) On June 28, 1991, approved a 4.2% increase in project authorization on the Pacific Highway West at Walnut Street-Mill Street (Eugene) Phase 1 Riverfront Research Park in Lane County (Contract No. 10,947) totaling $66,100.

9) On June 28, 1991, approved an agreement with Jackson County, City of Medford, and City of Eagle Point to develop a traffic management and access plan to improve Crater Lake Highway, Oregon 62, between Highway 99 and the north Eagle Point urban growth boundary.

10) On June 28, 1991, approved an intergovernmental agreement between the Highway Division, Metropolitan Service District, Washington County, Cities of Beaverton, Hillsboro, Tigard, Tualatin, Sherwood, Durham, King City, and Wilsonville defining the process for local governmental input and decisions on the Western Bypass Study.

11) On July 2, 1991, signed a supplemental agreement with City of Eugene covering construction of the Garden Way-Dornoch Street Bikeway Project. The supplement adds an additional $200,000 of State Funds and extends the bikeway grant deadline. (Transportation Commission approved the Bikeway Project December 19, 1989, and the additional State Funds May 21, 1991.)

12) On July 8, 1991, approved an agreement with the Federal Highway Administration for the Advanced Traffic Management Systems Model Study for the Portland Metropolitan Area. No cost to state.

13) On July 11, 1991, signed a personal service contract with OTAK Inc., for on-call field surveying services in Region 5. This contract is effective July 11, 1991, through June 1, 1992, at a cost not to exceed $150,000. (Transportation Commission approved October 17, 1990. William Anhorn signed for State Highway Engineer.)

14) On July 11, 1991, signed a personal service contract with AA Surveying Service, Inc., to provide on-call field surveying services in Region 3. This contract is effective July 11, 1991, through June 1, 1992, at a cost not to exceed $190,000. (Transportation Commission approved October 17, 1990. William Anhorn signed for State Highway Engineer.)

15) On July 12, 1991, signed a personal service contract with Booz, Allen and Hamilton, Inc., for conducting the 1993 Oregon Roads Finance Study. This contract begins July 18, 1991, through March 31, 1993, at a cost not to exceed $1,216,510. (Transportation Commission approved January 29, 1991. William Anhorn signed for State Highway Engineer.)

16) On July 12, 1991, signed an agreement with the City of Portland covering construction of the Taylor's Ferry Road-Maplecrest Drive Section of the Terwilliger Boulevard Bikeway Project. (Transportation Commission approved November 13, 1990, as part of the Fiscal Year 1992 Bikeway Program. William Anhorn signed for State Highway Engineer.)

EXHIBIT D

MINUTES OF August 20, 1991

17) On July 12, 1991, approved Modification No. 2 to Contract No. DTFH61-89-C-00078 with the Federal Highway Administration for a study entitled Rockfall Hazard Rating System. This modification adds $25,000. (William Anhorn signed for State Highway Engineer.)

Dated this 31st day of July, 1991

William Anhorn
State Highway Engineer

July 29, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Jumpoff Joe Creek-North Grants Pass Section of the Pacific Highway in Josephine County. Bids received June 27, 1991. Contract No. 11,065 awarded on July 10, 1991, to Hamilton Construction Co. (Oregon), Springfield, at $5,856,688.00.

2) Signal Systems Interconnect on Centennial Boulevard and Gateway Street in Springfield, Lane County. Bids received June 27, 1991. Contract No. 11,079 awarded on July 10, 1991, to Linnco Electric Co., Albany, at $66,194.00

3) Work on the Airport Road-Kees Street Section of Fifth Street in Lebanon, Linn County. Bids received June 27, 1991. Contract No. 11,082 awarded on July 10, 1991, to James W. Fowler Co., Dallas, at $203,683.65.

4) Roadwork on the Pacific Drive-Fort Stevens Highway Section of Ridge County Road in Clatsop County. Bids received June 27, 1991. Contract No. 11,084 awarded on July 10, 1991, to Bayview Transit Mix, Inc., Seaside, at $577,668.00.

5) Arterial Street Overlay Project No. 9 on Portland city streets in Multnomah County. Bids received June 27, 1991. Contract No. 11,085 awarded on July 10, 1991, to K. F. Jacobsen & Co., Inc., Portland, at $548,432.00.

6) Work on the Pioneer Parkway East-7th Street Section of North "A" Street and Main Street-Centennial Blvd. Section of North 28th Street in Springfield, Lane County. Bids received June 27, 1991. Contract No. 11,086 awarded on July 10, 1991, to Wildish Paving Co., Eugene, at $628,942.70.

Dated this 31st day of July, 1991

William Inlow

State Highway Engineer

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On July 1, 1991, signed a supplemental agreement with Coos County concerning construction of the Menasha (Jordan Cove Road) Bridge Project. (State Highway Engineer approved June 20, 1985 in the Highway Bridge Replacement Program through 1989.)

2) On July 1, 1991, signed a supplemental agreement with Union County covering exchange of Federal Aid Secondary-County Funds for State Funds. This supplement changes the FAS-C Funds of $114,498 for $97,323 State Funds to $79,498 FAS-C Funds for $67,573 State Funds. (Transportation Commission approved February 19, 1991.)

3) On July 1, 1991, signed a supplemental agreement with Coos County concerning construction of the Halls Creek (Arago-Arago Junction) Bridge Project. Supplement revises funding structure and clarifies construction engineering responsibilities. (State Highway Engineer approved June 20, 1985, in the Highway Bridge Replacement Program through 1989.)

4) On July 1, 1991, signed an agreement with the City of Salem to expand the current Rideshare Program. This contract is effective July 1, 1991, through June 30, 1992, at a cost to be covered by Federal-Aid Urban Funds. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

5) On July 10, 1991, signed a supplemental agreement with Clatsop County concerning construction of the Pacific Drive-Fort Stevens Highway Section of Ridge Road and Oceanview Cemetery Road Project. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

731-0314A (10-90)

6) On July 11, 1991, signed an agreement with the City of Corvallis covering exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

Dated this 31st day of July, 1991

for Donald C. Arman
Cam Gilmour, Manager
Program Section

July 29, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
HBR-OS Project					
Burnt River (Hereford Loop Rd) BR No. O1C18 Baker County	$150,000	$120,000	$15,000	$15,000	7-17-91
FAU & FAIX Project					
Tri-Met Rideshare	$201,039	$129,854	-0-	$71,185	7-11-91

for Donald C. Gilmour — 7-31-91

Cam Gilmour, Manager
Program Section

Date

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On May 29, 1991, established a 40 MPH speed zone on the West Valley View Road in Jackson County 395 feet east of Bear Creek to beginning of Pacific Highway Overcrossing. (See Speed Zone Order No. 991.)

2) On June 13, 1991, adopted Speed Zone Order No. 992 covering the following sections on the Century Drive Highway No. 372 in Deschutes County:

   40 MPH from M.P. 0.28 to M.P. 0.69
   45 MPH from M.P. 2.35 to M.P. 2.74

3) On June 18, 1991, adopted Speed Zone Order No. 993 covering the following sections between Medford and Jacksonville on the Jacksonville Highway No. 272 in Jackson County:

   45 MPH from M.P. 34.78 to M.P. 35.35
   40 MPH from M.P. 35.35 to M.P. 36.57
   35 MPH from M.P. 36.57 to M.P. 37.45

   (Rescinded Speed Zone Order No. 787 dated September 28, 1978.)

4) On July 2, 1991, signed an agreement with City of Burns covering installation of traffic-control signal equipment at the intersection of Broadway Avenue at Monroe Street. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

5) On July 3, 1991, approved a no parking sign on Pacific Highway East (M.P. 22.23 to M.P. 22.43) in Clackamas County.

6) On July 3, 1991, approved a no parking prohibition on Oregon Coast Highway No. 9 from M.P. 63.72 to M.P. 63.90 and from M.P. 63.90 to M.P. 63.81 in Tillamook County. (Rescinds parking prohibition dated September 6, 1984.)

7) On July 8, 1991, approved "STOP" and "RIGHT TURN PERMITTED WITHOUT STOPPING," "YIELD" NOT REQUIRED, signs at 6th and "D" Streets on Coos River Highway, Eastside, in Coos County. (See Through Highways and Stop Signs File No. 51.)

8) On July 8, 1991, approved on a trial and temporary basis a "No Turn on Red" sign installation on the Lower Columbia River Highway at Columbia Boulevard on US 30 (M.P. 28.56) in the City of St. Helens, Columbia County.

9) On July 12, 1991, approved a parking prohibition on the north side of the Santiam Highway No. 16 at M.P. 26.77 to M.P. 26.81 at the intersection of Pleasant Valley Road, Sweet Home, Linn County.

10) On July 12, 1991, took the following action on the North Santiam Highway in Mill City, Marion County:

Rescinded the parking prohibition dated April 1, 1986, on the south side of highway from M.P. 30.00 to M.P. 30.03

Prohibited parking on south side of highway from M.P. 30.00 (158 feet west of Second Avenue) to M.P. 30.03 (Second Avenue)

Prohibited parking on north side of highway from M.P. 29.94 to M.P. 30.06

Dated this 1 day of August, 1991

Dwayne Hofstetter, Traffic Engineer

July 29, 1991

EXHIBIT G

MINUTES OF August 20, 1991

DATE: **JUNE, 1991**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **DOUGLAS COUNTY: CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY:**
File 18933 - Containing 14.3 Acres; $5,600; Approved 5/29/91.

2) **DOUGLAS COUNTY: MANAGEMENT HOME PURCHASE PROGRAM:**
File 6003 009 - Single-family, 3-bedroom residence with converted garage located on 0.23 Acre at 1730 N.W. Calkins Rd., Roseburg OR; $78,000; Approved 5/03/91.

3) **JACKSON COUNTY: GOLD HILL-SAMS CREEK - SAMS VALLEY HIGHWAY:** File 17101 and File 16726 - **NOTE:** File 17101 was reported on May, 1991 Delegated Authority Report (1.45 acres; $2,600; approved 4/16/91). This is a revised Agenda item adding File 16726, (release of a GRAVEL EASEMENT on adjacent 11 acres). Would like approval to sell to adjacent property owner who holds underlying fee interest in the gravel easement; This would add $500 Administration cost bringing total price to $3,100; Approved 5/13/91.

4) **JACKSON COUNTY: JACKSONVILLE HILL - MEDFORD-PROVALT HIGHWAY:** Files 15041 and 15042 - Containing 15.27 acres; $1,527; Approved 5/22/91.

5) **LANE COUNTY: SUTTON LAKE FLORENCE SECTION - OREGON COAST HIGHWAY:**
File 53523 - Containing 16,800 Sq. Ft.; $28,500; Approved 5/22/91.

6) **MULTNOMAH COUNTY: SE DIVISION-SE FOSTER (MT. HOOD INTERCHANGE) SEC. - E. PORTLAND FRWY:**
File 47657 - Containing 8,998 Sq. Ft.; $ 7,250; Approved 5/22/91.
File 47143 - Containing 27,029 Sq. Ft.; $21,650; Approved 5/22/91.
File 45046 - Containing 8,990 Sq. Ft.; $ 7,250; Approved 5/22/9l.

AGREEMENTS: (35-48)

7) Construction/Maintenance Agreement; Misc. C&A No. 10724; with Deschutes Reclamation and Irrigation Company; for irrigation facilities relocation and adjustment; **REDMOND-BEND NORTH UNIT SECTION - THE DALLES-CALIFORNIA HWY.; DESCHUTES COUNTY**; No monetary amount; Approved 5/30/91.

8) Construction/Maintenance Agreement No. 10638; with Modoc Point Irrigation District; for irrigation facilities relocation and adjustment for proposed construction of **WILLIAMSON RIVER-MODOC POINT (MIDDLE UNIT) SECTION - THE DALLES-CALIFORNIA HWY.**; **KLAMATH COUNTY**; (Irrigation crossings @ Stations 1050+50 & 1068+00); Approved 3/07/91.

Report of Actions Taken Under Delegated Authority
June, 1991 – Page Two

PERSONAL SERVICE CONTRACTS: (35–46)

9) Memorandum for increase of cost to original Demolition Contract with PBS Environmental Inc. of Portland; for Asbestos survey of property; Contract No. 51251–01–01; $475; Start Date: 02/07/91; End Date 07/01/91; Approved 02/07/91.

10) Personal Service Contract No. 10625 with Pro–Data, Inc. to enhance existing dBase system; Start Date: 2/20/91; End Date: 4/10/91; $5,000; Approved 02/20/91.

11) Demolition Appraisal Contract with Rittenhouse–Zeman and Associates, Inc. for appraisal of underground tank removal and cleanup; File 6028 006; Start Date: 05/06/91; End Date: 06/30/91; Cost $24,373; Approved 05/06/91.

12) Personal Service Agreement with Rittenhouse–Zeman Associates, Inc.; to act as a consultant in the removal of underground fuel tanks; **PISTOL RIVER MAINTENANCE SITE – OREGON COAST HWY**; **CURRY COUNTY**; File 05296; Start Date: 05/07/91; End Date: 06/01/92; $7,250; Approved 05/17/91.

13) Demolition Contract No. 5296 with Sandy's Backhoe and Construction; for excavation and removal of five underground fuel tanks: one 8,000 gallon; two 4,000 gallon (1 diesel); two 1,000 gallon (1 diesel); **PISTOL RIVER MAINTENANCE SITE – OREGON COAST HWY.**; **CURRY COUNTY**; File 05296–019; Start Date: 05/28/91; End Date: 07/15/91; Cost $2,500; Approved 05/28/91.

INDENTURES AND GRANTS OF ACCESS: (35–54)

14) Files 17594 and 17595 – Indenture of Access with Frey Bros. Leasing on the Easterly side of the **CHEMAWA–HAYESVILLE SECTION – PACIFIC HWY. EAST; MARION COUNTY**; Approved 05/16/91.

15) Files 20708 and 20709 – Indenture of Access with Deryl Ferguson on the Easterly side of the **TERREBONNE–O'NEIL SECTION – THE DALLES–CALIFORNIA HWY.**; **DESCHUTES COUNTY**; Approved 05/22/91.

16) File 38066 – Indenture of Access with Columbia School District 5J on the Northerly side of the **BURNSIDE–BIG CREEK SECTION – LOWER COLUMBIA RIVER HWY.**; **CLATSOP COUNTY**; Approved 04/16/91.

17) File 45405 – Grant of Access with Jennings on the Northerly side of the **BOONES FERRY RD.–PACIFIC HWY. E. SECTION – HILLSBORO–SILVERTON HWY.**; **MARION COUNTY**; Approved 5/22/91.

18) File 56868 – Indenture of Access with Terry J. Duffin on the Westerly side of the **REDMOND–BEND (SOUTH UNIT) SECTION**; of the relocated **THE DALLES–CALIFORNIA HWY.**; **DESCHUTES COUNTY**; Approved 04/19/91.

R/W SERVICE AGREEMENTS: (35–50)

19) R/W Service Agreement No. 350(I) with Multnomah County; (#350 is the "umbrella" agreement with Multnomah County which covers various County road projects not to be constructed with Federal Aid through June 30, 1993); **S.E. 128TH AVE.–S.E. 136TH AVE. – S.E. FOSTER RD.**; Misc. C. & A. #9661; EA B626–8291; Advance deposit per estimate $275,000; Approved 8/11/88.

20) R/W Service Agreement No. 350(J) with Multnomah County; (#350 is the "umbrella" agreement with Multnomah County which covers various County road projects not to be constructed with Federal Aid through June 30, 1993); **N.E. 192ND AVE.–N.E. 195TH AVE. – N.E. HALSEY ST.**; Misc. C. & A. #9661; EA B626–8292; Advance deposit per estimate $54,000; Approved 8/11/88.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND DRIVE – PACIFIC HIGHWAY WEST:

6044 038	Scott Hettelsater (Clark)	$ 2,000	App. 04/15/91
6044 040	Sandra L. Clark; Gloria J. Clark; Scott J. Hettelsater;	$ 3,000	App. 04/15/91

CLACKAMAS COUNTY:

BEAR CREEK–KEITH ROAD – WOODBURN–ESTACADA HIGHWAY:

6071 005	Allen and Jacque Luper (Lewis)	$ 1,150	App. 04/18/91
6071 016	Polly H. Brooks; Dorothy Gast	$ 5,600	App. 05/02/91
6071 025	Jerry G. Austin; Lee D. Austin; Clayton W. Austin; Eldon Austin	$ 2,500	App. 05/22/91

TACOMA ST. INTERCHANGE–17TH AVE. – PACIFIC HWY. EAST:

6041 006	Charlotte Monson; William J. Monson; Susan E. Monson; Nancy L. (Monson) Johnson	$ 28,000	App. 05/17/91

COOS COUNTY:

COQUILLE REROUTE– COOS BAY–ROSEBURG HIGHWAY:

6028 019	Roseburg Forest Products (Reimbursement of Eng. Design/other costs, 3/01/91 through 3/31/91; Inv. No. 16, less adjustments; See Sept. report, under Agreements – Pg. 1, #6)	$149,695.21	App. 08/08/90

CURRY COUNTY:

ROGUE RIVER BRIDGE–GOLD BEACH – OREGON COAST HIGHWAY:

58907	A. Edwin & Marjorie E. Frazier	$ 150	App. 05/29/91

EXHIBIT G

MINUTES OF August 20, 1991

Report of Actions Taken Under Delegated Authority
June, 1991 – Page Four

OPTIONS: (Continued)

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 010	Fred G. & Faye E. Hall	$ 13,640	App. 05/06/91
6032 017	Robert L. and Peggy L. Hershey	$ 68,000	App. 05/06/91
6032 024	Fred G. & Faye E. Hall	$119,006	App. 05/06/91
6032 064	Lyle E. Heding; Rita A. Harris	$ 14,809	App. 04/25/91
6032 071	Louis & Rosanne Dennison	$ 4,925	App. 04/15/91
6032 088	Bruce & Tracy Resnick	$ 4,008	App. 05/16/91

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

58584	David B. & Bobbie N. Lancaster	$ 20,000	App. 05/24/91

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58736	DVA, Conservator for John Bales	$ 1,605	App. 05/13/91
58737	Derek R. & LaVona M. Burt	$ 705	App. 05/13/91
58754	William Ollivant; Beverly Ollivant	$ 1,425	App. 05/13/91
58778	Frank Loveless; Linda Loveless	$ 1,600	App. 05/21/91
58789	Donald G. & Shirley M. Caskey	$ 452	App. 04/29/91
58790	Larry & Marty Jacque	$ 2,165	App. 05/13/91
58791	Hattie E. (Moore) Cotter	$ 5,600	App. 05/22/91
58807	Betty J. Johnson	$ 150	App. 05/09/91

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE – MT. HOOD HIGHWAY:

57127	Douglas J. & Julee A. Bailey	$ 150	App. 05/13/91
57131	Jess L. & Ruby L. Gross	$ 2,650	App. 05/21/91
57141	Richard M. Davies; Marla L. Davies	$ 3,000	App. 05/21/91
57146	Clifford E. & Leona Muma	$ 2,500	App. 04/29/91
57239	Jeanne Weber & Catherine Levin	$ 1,050	App. 05/11/91
57358	Robert E. & Shirley S. Lee	$ 150	App.

KLAMATH COUNTY:

CRATER LAKE BOUNDARY – FORT KLAMATH HIGHWAY:

6068017	Charles Roger Nicholson, Trustee	$ 455	App. 05/16/91

LINN COUNTY:

LAKE CREEK–I–5 – CORVALLIS–LEBANON HIGHWAY:

58905	Frank Philip & Sue Inez Conte	Donation	App. 05/16/91

EXHIBIT G

MINUTES OF August 20, 1991

OPTIONS: **LINN COUNTY:** (Continued)

QUEEN AVENUE–CORVALLIS/LEBANON HWY. – ALBANY–JUNCTION CITY HIGHWAY:

55558	Lely Pacific, Inc.	$ 800	App. 04/25/91
55573	Edward E. & Patricia D. Hergert	$ 100	App. 05/09/91
55576	Lloyd Vernon Peterson & Lorrie Jeanne Peterson	$ 400	App. 05/02/91
55579	Randy & Patricia Schaffner (Keen)	$ 300	App. 05/09/91

MALHEUR COUNTY:

AIRPORT WAY–CAIRO JCT. – OLDS FERRY–ONTARIO HIGHWAY:

6042 038	Emil & Eleanor Makhlouf	$ 700	App. 05/02/91
6042 046	D.E. Jones & Eugene Jones	$ 4,000	App. 01/25/91

MARION COUNTY:

ORE. ELECTRIC RR–WOODBURN INTER. – HILLSBORO–SILVERTON HIGHWAY

6007 084	Donald & Doris Davidson–Davidson Farms	Donation	App. 05/06/91

MILL CITY–GATES – N. SANTIAM HIGHWAY:

6075 015	Westside Timber, Inc.	$ 8,550	App. 05/29/91

WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:

57962	Lowell B. Ross & Marvin Dean Ross	$ 1,700	App. 05/29/91
57963	Patricia Jean & Carroll Gene Alexander	$ 150	App. 05/21/91
57964	Larry Loux (Walker)	$ 300	App. 05/21/91

MORROW COUNTY:

PATERSON FERRY RD. INTERCHANGE – OLD OREGON TRAIL HIGHWAY:

6063 001	Port of Morrow	Donation	App. 05/20/91

MULTNOMAH COUNTY:

N.E. 181ST AVE. INTERCHANGE – COLUMBIA RIVER HIGHWAY:

58902	The Boeing Company	$ 14,500	App. 05/17/91

N.E. GLISAN ST. – N.E. SISKIYOU ST. – E. PORTLAND FREEWAY:

58858	Earl R. Day	Donation	App. 05/16/91

N.E. PORTLAND HWY. @ N.E. 181ST AVENUE – N.E. PORTLAND HWY.:

6081 001	U.S. Bancorp	Donation	App. 03/16/91
6081 002	Monty R. Cooke	$ 6,000	App. 05/17/91

SWIFT INTERCHANGE–DELTA PARK INTERCHANGE – PACIFIC HIGHWAY:

58772	State of Oregon, Economic Development Commission	$ 1,350	App. 05/16/91

EXHIBIT G

MINUTES OF August 20, 1991

Report of Actions Taken Under Delegated Authority
June, 1991 – Page Six

OPTIONS: (Continued)

TERWILLIGER BLVD. INTERCHANGE – PACIFIC HIGHWAY:			
6026 004	Wayne Tom Kain	$ 15,000	App. 05/16/91
UNION/GRAND AVE. VIADUCT–S.E. RIVER ROAD – PACIFIC HWY. EAST:			
58664	Northwest Tube and Metal Fabricators	$150,000	App. 04/25/91
TILLAMOOK COUNTY:			
SAND LAKE NATIONAL FOREST – PACIFIC HIGHWAY:			
58717	William Foufas; Jeffery Stewart	$ 19,000	App. 05/02/91
WALLOWA COUNTY:			
ENTERPRISE MAINTENANCE SITE			
6006 001	Charles R. & Joyce M. Dicus	$ 22,000	App. 12/14/90
WASHINGTON COUNTY:			
PACIFIC HWY. @ EDY/SCHOLLS – PACIFIC HIGHWAY WEST:			
6060 008	Chevron, U.S.A.	$ 800	App. 05/02/91
SE 21ST AVE.–SE BASELINE ST. (HILLSBORO) – TUALATIN VALLEY HWY.:			
57644	Hayden Corp.	$ 13,910	App. 04/19/91
WHEELER COUNTY:			
MITCHELL–KEYES CREEK (WEST UNIT) – OCHOCO HIGHWAY:			
6067 005	Kent M. & Lorene Powell	$ 400	App. 05/03/91
6067 006	Francis C. & Lorraine D. Cherry	$ 700	App. 04/15/91
6067 009	Shirley Patterson Ehmer	$ 1,000	App. 05/13/91
6067 010	L.W. Franke	$ 700	App. 04/19/91

Dated this 5th day of August, 1991

For Lou Schwab
Steven Green, Right of Way Manager

EXHIBIT G

MINUTES OF August 20, 1991

DATE: JULY, 1991

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLACKAMAS COUNTY: CLACKAMAS RIVER-WEST LINN SECT. - E. PORTLAND HWY.:**
File 36193 - Containing 2.83 Acres; $125,000; Approved 6/14/91.

2) **DOUGLAS COUNTY: CAMAS VALLEY SECTION - COOS BAY-ROSEBURG HIGHWAY:**
File 57495 - Containing 0.40 Acre; $1,000; Approved 6/12/91.

3) **LANE COUNTY: NOTI-VENETA SECTION - FLORENCE-EUGENE HIGHWAY:**
File 53280 - Containing 2.57 Acres; $7,800; Approved 6/18/91.

MULTNOMAH COUNTY:
COLUMBIA RIVER-S.E. HINKLEY SECT. - E. PORTLAND FRWY.:

4) File 41322 - Containing 29,550 Sq. Ft.; $34,000; Approved 6/10/91.
5) File 44922 - Containing 40,503 Sq. Ft.; $32,500; Approved 6/10/91.

6) **SE DIVISION-SE FOSTER SEC. -E. PORTLAND FRWY:**
File 49352 - Containing 8,114 Sq. Ft.; $7,500; Approved 6/06/91.

7) **S.W. LOWELL-PORTLAND CITY LIMITS SECT. - OSWEGO HIGHWAY:**
File 35867 (Includes 35868; 35871; 35880; 35881) - Containing 2.632 Acres; $737,500; Approved 6/06/91.

8) **TROUTDALE SECTION - COLUMBIA RIVER HIGHWAY:**
File 11921 - Containig 44,375 Sq. Ft.; $130,500; Approved 6/06/91.

WASHINGTON COUNTY:

9) **DENNY RD.-PACIFIC HWY. W. SEC. - BEAVERTON-TIGARD HIGHWAY:**
File 32665 - Containing 6,000 Sq. Ft.; $21,000; Approved 6/06/91.
10) **TIGARD-NEWBERG SECTION - PACIFIC HWY. WEST:**
File 06669 - Containing 4,100 Sq. Ft.; $10,450; Approved 6/12/91.

AGREEMENTS: (35-48)

11) Agreement with Malheur Drainage District providing for construction/maintenance of District's irrigation facilities to accommodate drainage due to construction of **AIRPORT WAY-CAIRO JCT. SEC. - OLDS FERRY HWY.;** Malheur County; Misc. C. & A. No. 10696; $37,800; Approved 6/12/91.

EXHIBIT G

MINUTES OF August 20, 1991

AGREEMENTS: (Continued)

12) ODOT Agreement No. RR 1315 (902 024/323-2) Street or Highway Easement; State's counterpart of Service Contract No. 90-5 with Southern Pacific Transportation Company; for widening/upgrading highway upon/across railroad property @ crossing F688.2 C (S.W. 3rd St.) **MARY'S RIVER-KIGER ISLAND DR. (CORVALLIS) SEC. - PACIFIC HWY. W.**; BENTON COUNTY; Approved 7/11/91.

PERSONAL SERVICE CONTRACTS: (35-46)

13) Demolition Contract with Rittenhouse-Zeman & Associates (RZA); for demolition/cleanup of **COQUILLE REROUTE**, westerly site at Coquille; in three phases: Phase 1) Emergency Response and 20-day Release Report ($15,795.35); Phase 2) Subsurface Drilling Investigation, 45-Day Release Report ($12,869.17); Phase 3) Bio-Remediation of Petroleum-Contaminated Soils ($29,959); File 6028 013; Start Date: 06/12/91; End Date: 06/12/92; Total for all three phases: $58,623.52; Approved 06/12/91.

R/W SERVICE AGREEMENTS: (35-50)

14) R/W Service Agreement No. 373 with City of Portland; C. & A. #8115; EA C726-1965; State agrees to act for Agency in performing services related to acquisition of right-of-way for agency; **RIVERGATE-I-5 SEC. - N. MARINE DRIVE**; Multnomah County; Cost Est. $6,500; Approved 6/20/91.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35-41)

CLACKAMAS COUNTY:

CLACKAMAS HIGHWAY-GLADSTONE INTERCHANGE - S.E. 82ND DR./EVELYN ST. (COUNTY):

58608 Pampa Mall Associates (Janke) — $ 13,750 App. 03/27/91

TACOMA STREET INTERCHANGE-S.E. 17TH AVE. - PACIFIC HIGHWAY EAST:

6041 015 Walter J. Roots, Jr. and Anita J. Roots — $ 13,628 App. 06/10/91

COLUMBIA COUNTY:

COLUMBIA CITY NCL-WARREN - LOWER COLUMBIA RIVER HIGHWAY:

58725 Esther N. Kelly — $145,000 App. 06/25/91

COOS COUNTY:

COQUILLE REROUTE- COOS BAY-ROSEBURG HIGHWAY:

6028 019 Roseburg Forest Products (Reimbursement of Eng. Design/other costs, 4/01/91 through 4/30/91; Inv. No. 37, less adjustments; See Sept., 1990 report, under Agreements - Pg. 1, #6) — $272,221.37 App. 08/08/90

6028 019 Roseburg Forest Products (Reimbursement of Eng. Design/other costs, 5/01/91 through 5/31/91; Inv. No. 64, less adjustments; See Sept., 1990 report, under Agreements - Pg. 1, #6) — $ 92,853.85 App. 08/08/90

EXHIBIT G

MINUTES OF August 20, 1991

Report of Actions Taken Under Delegated Authority
July, 1991 – Page Three

OPTIONS: (Continued)

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 006	Concourse 97	Donation	App. 06/10/91
6032 011	H.W. & Jeanne L. Lawhead	$ 12,180	App. 06/10/91
6032 020	LeRoy J. Blake & Linda J. Blake, Co–TTees	$ 300	App. 06/12/91
6032 026	Martel J. & Gisela H. Fisher	$47.430.25	App. 07/09/91
6032 036	Rodney D. & Theda Britt	$ 9,000	App. 02/25/91
6032 079	Eugene & Alta Carsey	$ 2,400	App. 06/10/91
6032 085	Rodney Fraley; Linda Fraley; Tracy Feakin	$ 1,425	App. 06/10/91
6032 082	A. Mitchell & Harvey D. Hillis	$ 4,450	App. 07/09/91

DOUGLAS COUNTY:

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58741	Warren J. & Charlotte K. Demytt	38, 000	App. 06/25/91
58749	Vernetta R. Clark	$ 1,135	App. 06/26/91
58750	Rich Mouser; LaVerne Mouser	$ 4,562	App. 06/18/91
58756	Keith A. Christopherson; Marlene D. Christopherson (Sign)	$ 5,882	App. 06/25/91
58776	Kenton L. & Barbara J. Gum	$ 4,888	App. 06/10/91
58776	Linda Alexinko (Creative Cuts)	$ 1,412	App. 06/10/91
58779	Wilferd L. Kincaid	$ 1,055	App. 06/07/91
58793	Eva Judith Melick	$ 12,100	App. 06/07/91
58794	Robert D. & Virginia Doan	$ 11,850	App. 05/29/91
58798	Campfire Inc.	$ 350	App. 06/25/91
58810	Venita Waddell	$ 5,122	App. 06/26/91

GRANT COUNTY:

WCL JOHN DAY–CANYON CREEK – JOHN DAY HIGHWAY:

6094 008	Elaine R. Nichols	$ 400	App. 07/08/91
6094 014	Wallace D. & Darlene A. Muzzy	$ 300	App. 06/12/91
6094 015	W.B. Quisenberry	$ 1,050	App. 06/12/91
6094 016	Helen Fisher	$ 1,050	App. 07/08/91
6094 017	Thomas W. & Gloria B. South	$ 1,750	App. 07/09/91
6094 020	Erma L. Galbreath	$ 2,670	App. 07/09/91

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE – MT. HOOD HIGHWAY:

57238	Hood River County	$ 1,400	App. 06/26/91
57242	Gary & Dorothy Cutsforth	$ 350	App. 06/12/91
57245	Arnold D. Bailey	$ 250	App. 07/09/91

Report of Actions Taken Under Delegated Authority
July, 1991 – Page Four

OPTIONS: (Continued)

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58260	David E. & Diane M. Klaska (Rayborn)	$ 6,085	App. 06/07/91
58263	First Interstate Bank of OR, N.A.	$ 97,000	App. 06/07/91
58266	Colvin Oil Company	$139,560	App. 07/16/91

JEFFERSON COUNTY:

MAINTENANCE SITE:

6006 003	Bryce K. & Darlene M. Binder	$ 95,190	App. 05/30/91

KLAMATH COUNTY:

CHILOQUIN STATE AIRPORT:

59162	William & Judith V. Pedder	$ 500	App. 07/08/91

LINCOLN COUNTY:

LINCOLN BEACH–FOGARTY CREEK – OREGON COAST HIGHWAY:

55664	George L. Caul	$ 100	App. 06/10/91

LINN COUNTY:

QUEEN AVENUE–CORVALLIS/LEBANON HWY. – ALBANY–JUNCTION CITY HIGHWAY:

55444	Marion L. Wall	$ 4,125	App. 07/01/91
55448	LaVerne Fields	$ 2,800	App. 06/07/91
55449	Richard D. & Lola M. Rash	$ 2,200	App. 06/26/91
55557	Paul M. & Phyllis A. Goebel; Richard L. & Tommie L. Sweet	$ 400	App. 06/13/91
55574	Michael J. & Claudia S. Byers	$ 100	App. 06/18/91
55575	Michael J. & Claudia S. Byers	$ 100	App. 06/18/91

MALHEUR COUNTY:

AIRPORT WAY–CAIRO JCT. – OLDS FERRY–ONTARIO HIGHWAY:

6042 044	Sue Ross	$ 1,280	App. 06/18/91

OCI ACCESS RD.–STANTON BLVD. INTERCHANGE – STANTON BLVD.:

6080 002	Jack Wilks; Evelyn Wilks	$ 10,000	App. 05/29/91
6080 009	Wyoma Rogers; Ralph Rogers; Nancy Rogers	$ 1,300	App. 05/28/91

PUMPING STATION – ONTARIO PRISON SITE:

59167	Marcelino F. & Mary T. Osa	$ 1,500	App. 06/13/91

EXHIBIT G

MINUTES OF August 20, 1991

Report of Actions Taken Under Delegated Authority
July, 1991 – Page Five

OPTIONS: (Continued)

MARION COUNTY:

AURORA AIRPORT EXTENSION – AURORA STATE AIRPORT:
6002 001 George Jacobsen — $116,600 App. 07/09/91

LITTLE NORTH FORK–M.P. 25 – N. SANTIAM HIGHWAY:
58278 The State Forester — $ 2,950 App. 06/18/91

MULTNOMAH COUNTY:

TERWILLIGER BLVD. INTERCHANGE – PACIFIC HIGHWAY:
6026 015 James B. Fahrer — $ 900 App. 05/06/91

TILLAMOOK COUNTY:

SIMMONS CREEK–PLEASANT VALLEY ROAD – OREGON COAST HIGHWAY:
58657 Simpson Timber Company — $ 940 App. 05/30/90

UMATILLA COUNTY:

MEACHAM MAINTENANCE SITE – 3RD ST., MEACHAM:
6006 005 Asto Falk — $ 32,000 App. 06/10/91

WALLOWA COUNTY:

FOREST BOUNDARY–ENTERPRISE – ENTERPRISE–LEWISTON HIGHWAY:
6090 012 Clyde L. & Helen M. Stonebrink — $ 100 App. 06/10/91

WASHINGTON COUNTY:

PACIFIC HWY. @ EDY/SCHOLLS – PACIFIC HIGHWAY WEST:
6060 002 Emilie S. List — $ 7,500 App. 05/30/91
6060 015 Gloria Lorraine Cereghino — $ 45,160 App. 06/07/91
6060 017 Portland General Electric — $ 56,500 App. 06/18/91

WHEELER COUNTY:

MITCHELL–KEYES CREEK (WEST UNIT) – OCHOCO HIGHWAY:
6067 003 Robert G. Eason — $ 2,600 App. 06/18/91

Dated this 6 day of August, 1991

for Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CENTRAL POINT INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

58268	- Statewide Stations, Inc.	Offer:	$90,000.00
58269	- Douglas J. Baer/Larry L. Balzer	Offer:	$72,225.00

COGSWELL HILL SLIDE (THURSTON) SECTION OF THE MCKENZIE HIGHWAY

56777	- Paul H. and Marvel J. Magney	Offer:	$10,100.00

OLD ORE. TRAIL - ISLAND CITY SECTION OF THE WALLOWA LAKE HIGHWAY

6059025	- Edward G. and Jane M. Hegele	Offer:	$16,475.00

PACIFIC HIGHWAY WEST at EDY/SCHOLLS SECTION OF THE PACIFIC HWY.WEST

6060014	- Erwin J. & Vivian M. Anderson	Offer:	$400.00

SYLVAN INTERCHANGE SECTION OF THE SUNSET HIGHWAY

6125001	- Hewett Professional Group	Offer:	$367,000.00

25TH ST. - AIRPORT RD. SECTION OF THE SALEM HIGHWAY

6082005	- Mildred Kightlinger	Offer:	$101,000.00
6082008	- Mission Properties	Offer:	$161,500.00

Dated this 31st day of July, 1991.

for Steven Green, Manager
Right of Way Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On July 1, 1991, approved an agreement with Mt. Scott Motorcycle Club for replacement and maintenance of Mt. Hood National Forest Trail Cattle-guards, Project No. 91-21. This agreement is effective June 1, 1991, through January 1, 1992, at a cost not to exceed $2,000. (Project approved by the All-Terrain Vehicles Account Allocation Committee April 19, 1991.)

Dated this 5 day of August, 1991

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

July 29, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On June 25, 1991, approved a personal service contract with Interpretive Exhibits, Inc., to modify display exhibits in the Alsea Bay Bridge Historic Interpretive Center. This contract is effective June 25 through August 1, 1991, at a cost not to exceed $4,541.

Dated this 31 day of July, 1991

Thomas D. Lulay

Thomas D. Lulay, Bridge Engineer

July 29, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following actions were taken:

1) On May 16, 1991, approved a personal service contract with CH2M Hill Northwest, Inc., to prepare scope of work for Mt. Hood Highway Corridor Environmental Impact Statement in Clackamas County. This contract is effective May 16 through November 30, 1991, at a cost not to exceed $9,949.

2) On May 23, 1991, approved the following abandonment of damage claims:

CAO-90-634: Amount of $2,094.45 for a claim for traffic control on the Wilson River Highway at MP 31.05 in Tillamook County. Driver failed to negotiate a curve, slid into an oncoming vehicle and was killed. Insurance policy limits have been exhausted.

CAO-90-276: Balance of $399.72 for a claim for property damage on the East Portland Freeway, I-205, at MP 20.57 in Multnomah County. Driver was uninsured and has filed for bankruptcy.

Dated this 24 day of July, 1991

Don Adams
Region 1 Engineer

July 5, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following actions were taken:

1) On April 3, 1991, abandoned a damage claim (CAO-89-762) in the amount of $302.46 for traffic control on Pacific Highway West (99W) at M.P. 24.25 in Yamhill County. Driver is a transient with no insurance.

2) On May 24, 1991, approved the following abandonment of a damage claim:

   CAO-91-090: Balance of $789.06 for damage occurring in an incident where a water main broke and washed out a shoulder on the Coast Highway at MP 145.5 in Lincoln County. Seal Rock Water District paid half of total repair costs.

Dated this 10th day of July, 1991

Ken Husby
Region 2 Engineer

July 5, 1991

RECEIVED
STATE HWY ENGR
JUL 11 '91
ASSIGNED TO
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following actions were taken:

1) On April 11, 1991, approved an agreement with Douglas County covering the use of sweeping equipment and an operator from the Roseburg County Shops for maintenance of State highways.

2) On May 17, 1991, approved an agreement with Bu-Car Inc., to conduct a Stylemetrics class on May 22 and 23, 1991, at a cost not to exceed $2,042.

3) On May 23, 1991, approved the following abandonment of a damage claim:

   CAO-89-466: Amount of $576.88 for a claim for damage to guardrail on the Pacific Highway, I-5, at MP 80 northbound in Josephine County. Insurance policy not located. Attempts to reach the driver by mail have failed.

4) On May 2, 1991, approved a personal service contract with TMA Architectural Group to reanalyze the Region 3 Space Planning and Economic Study. This contract covers the period May 1 through June 30, 1991, at a cost not to exceed $1,000.

Dated this 10th day of July, 1991

James Gix
Region 3 Engineer

July 5, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following actions were taken:

1) On May 9, 1991, approved a supplement to a personal service contract with SEED Design Simulation for visual imaging services on the Bend Parkway in Deschutes County. This supplement modifies the Statement of Work, extends the completion date to December 31, 1991, and provides an additional $3,000 for a new total not to exceed $7,587. (Original approved December 28, 1990.)

2) On May 24, 1991, approved the following abandonment of damage claims:

CAO-88-400: Amount of $549.55 for a claim for damage to guardrail on the Columbia River Highway, I-84, at MP 74.4 in Wasco County. Insurance expired and the driver has since filed for bankruptcy.

CAO-91-115: Accident occurred on the Columbia River Highway, I-84, at MP 109.95 in Sherman County with damage done on property not owned by the Highway Division. No damage amount has ever been turned in on this claim.

Dated this 12 day of July, 1991

Dale D. Allen
Region 4 Engineer

July 5, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following action was taken:

1) On May 28, 1991, approved the following abandonment of a damage claim:

CAO-90-095: Amount of $2,286.74 for property damage on the Central Oregon Highway at M.P. 245.76 in Malheur County. This claim is a duplicate of a claim previously collected in full.

Dated this 2nd day of August, 1991

J. X. Wilson
Region 5 Engineer

July 29, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
0	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Roadway Engineer, the following action was taken:

1) On June 27, 1991 signed Supplement No. 2 to a personal services contract with W.A.C. Corp., to provide aerial mapping services. This supplement extends the contract completion date to June 30, 1992. (Transportation Commission approved May 16, 1989.)

Dated this 30th day of July, 1991

Jack Sullivan
Roadway Engineer

July 29, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
P	August 20, 1991

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Permits and Weighmasters Section, the following action was taken:

1) On June 11, 1991, approved a personal service contract with Ivars Lazdins Architects and Planners to design a truck inspection bay extension at the Woodburn Port of Entry. This contract is effective June 11, 1991, through June 30, 1992, at a cost not to exceed $10,000.

Dated this 1st day of August, 1991

Stephen Johnston, Manager
Office of Permits and Weighmasters

July 29, 1991

731-0314 (10-90)

EXHIBIT Q
MINUTES OF August 20, 1991

Report of Condemnation Cases Optioned [Dismissed]

State v. Delapp
L - 9680
R - 6027007

Section:	Market Street Interchange
Highway:	Pacific
County:	Marion
Amount of Complaint:	$273,000
Option Amount:	$325,000

State v. Ross
L - 9681
R - 6042044

Section:	Airport Way - Cairo Jct.
Highway:	Olds Ferry - Ontario
County:	Malheur
Amount of Complaint:	$1,280
Option Amount:	$1,280

State v. Wilks
L - 9694
R - 6080002

Section:	OCI Access Rod. - Stanton Blvd. Interchange
Highway:	Stanton Boulevard
County:	Malheur
Amount of Complaint:	$4,100
Option Amount:	$10,000

EXHIBIT Q

MINUTES OF August 20, 1991

Report of Condemnation Cases Settled

City of Warrenton v. Glacier Park et al.
L - 9622
R - 58864
Section: Warrenton
Highway: Astoria
County: Clatsop
Comments: Difficulty with this was determining what property was necessary for the project and obtaining the correct legal description of said property. Although the State deposited $19,600, the appraisal that supported this figure did not represent the property which was finally acquired by the State. This case settled for $41,632.00.
Attorney: Roger R. Warren

State v. Sanborn
L - 9613
R - 6050032
Section: Forge Rd. - Lobert Rd.
Highway: The Dalles - California
County: Klamath
Comments: Defendant accepted the State's 30-day offer.
Attorney: Robert Petersen

State v. Olympic Homes
L - 9577
R - 58129
Section: Cornell Rd. Interchange
Highway: Sunset
County: Washington
Comments: State pled $2400 in its complaint and offered $7501 in its 30-day letter. State settled the case for $8500 which is a good settlement saving the state the cost of hiring and having experts testify and the cost of trial.
Attorney: Patricia Bridge Urquhart

State v. Vieth
L - 9645
R - 55953
Section: Port of Entry
Highway: McNary
County: Umatilla
Comments: Defendants accepted State's 30-day offer of $90,000.
Attorney: Robert Petersen

State v. Wilt
L - 9627
R - 6039001
Section: Corvallis-Lebanon
Highway: Pacific
County: Linn
Comments: Defendants accepted State's offer of $75,000.
Attorney: Roger Warren

State v. Teeple
L - 9530
R - 58333
Section: Dooley Bridge - Cannon Beach
Highway: Oregon Coast
County: Clatsop
Comments: Defendants accepted the State's 30-day offer of $1500.
Attorney: Roger Warren

State v. Kulaba
L - 9349
R - 57014
Section: South Commercial - North Santiam
Highway: Cordon Road
County: Marion
Comments: State pled $17,200 for the taking of property which was recently rezoned industrial. The take included a fence and some cherry trees. The State's 30-day offer was $45,001. The State had purchased property from the defendant's neighbors for an access reservation and a frontage road. The access reservation needed to be wide enough to provide for 18-wheel trucks with access to defendant's property. The access reservations as described in the complaint was not wide enough for industrial traffic and therefore it was not adequate. Paralegal David Brown successfully negotiated with defendant's neighbor for a parcel of land to widen the access reservation. This settled the case for the 30-day offer of settlement.
Attorney: Roger Warren

EXHIBIT Q

MINUTES OF August 20, 1991

Report of Condemnation Cases Tried

State v. Lounsbury, et al.
L - 9653
R - 6028024
Section: Coquille Reroute
Highway: Coos Bay - Roseburg
County: Coos
Comments: State's appraiser valued the taking as a separate parcel; included no damages. State's real estate broker found damages in the amount of approximately $3000. The jury rejected both experts' testimony and adopted the evaluation of the defendants' fee appraiser finding approximated damages. State pled $900 in its complaint offered a $8500 in its 30-day letter. The verdict was $15,000.
Attorney: Robert Petersen

State v. Jelderks
L - 9584
R - 55651
Section: Lincoln Beach - Fogarty Creek
Highway: Oregon Coast
County: Lincoln
Comments: The State pled $2500 and offered $5001 in it's 30-day letter. The jury agreed with the State's evaluation of the property taken, but awarded more than $100 for the value of a mature redwood tree taken and gave the defendants full taking value for the easement area. The verdict was $5,500.
Attorney: Roger Warren

State v. Johnson
L - 9581
R - 58403
Section: SE 221st Avenue - SE 242 Avenue
Highway: Stark Street
County: Multnomah
County: The State pled $700 and offered $2500 in its 30-day letter. The State's take included 2480 square feet with mature landscaping and 1220 square feet of easement. The State determined dedication applied as the highest and best use of the property was an apartment complex. The jury did not agree with the State's testimony regarding the highest and best use of the property nor with the theory of dedication. The verdict was $7,820.
Attorney:

JTT003A2/cr

MINUTES

OF THE

OREGON TRANSPORTATION COMMISSION

TOUR AND DINNER MEETING

SEPTEMBER 16, 1991

AND

WORK SESSION

FORMAL MEETING

LUNCHEON

SEPTEMBER 17, 1991

IN

KLAMATH FALLS

At 2:30 p.m., September 16, 1991, the Oregon Transportation Commission and staff via a Basin Transit Service bus toured the Klamath Falls Airport, Washburn-Southside Bypass (site of proposed interchange), the Port of Entry, and the Motor Vehicles Division Field Office at 1909 Austin Street. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.)

Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Donald E. Forbes, Director of Transportation
John Elliott, Assistant Director for Strategic Planning and Communications
Dale Allen, Region 4 Engineer
Wanda Kennedy, Deputy Administrator of Aeronautics Division
Jane Cease, Administrator of Motor Vehicles Division
Fran Neavoll, Commission Services

There were other staff persons on the tour, including officials from the City of Klamath Falls and Klamath County.

At the Port of Entry, Bud Hagerman, Supervisor of the Weighmaster's office, briefed the Commission on the number and percent of heavy trucks using US97, OR58, I-5, and I-84, truck accidents on US97 compared to other major routes, vehicle inspection statistics, and the results of a truck survey. (Information packet was handed to the Commission. A copy in Commission's files, Salem.)

The tour concluded at 5:15 p.m.

At 7 p.m., September 16, 1991, the Oregon Transportation Commission had dinner with the local officials at Molatore's Motor Inn Restaurant, 100 Main Street, Klamath Falls. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia Ford, Member
David F. Bolender, Member
Don Forbes, Director of Transportation
John Elliott, Assistant Director for Strategic Planning and Communications
Wanda Kennedy, Deputy Administrator of Aeronautics Division
Jane Cease, Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Public Transit Division
Dale Allen, Region 4 Engineer
Jim Gix, Region 3 Engineer
Fran Neavoll, Commission Services

There were other staff persons present, including 18 officials from the City of Klamath Falls, Klamath and Lake Counties, legislators from the Medford area, Medford Chamber of Commerce, City of Medford, and Basin Transit Service Transportation District.

Craig Weider, President of Klamath County Economic Development Association, spoke following dinner. He said their Association's major effort is to develop transportation through the use of the airport. He mentioned an application has been filed for the granting of a foreign trade zone. He said they expect Klamath Falls to be a distribution center point for air, highway, and rail. Along with this distribution center, he mentioned that they have been reasonably successful in getting new companies in Klamath Falls.

Mr. Weider closed by saying that for safety reasons he felt the offramp at the Port of Entry truck scale was too short.

The dinner meeting adjourned at 8:10 p.m.

Following breakfast at 6:45 a.m. on September 17, 1991, the Transportation Commission and staff met in the Veteran's Memorial Building, 316 Main Street, Klamath Falls, for a work session on the Oregon Transportation Plan. (Notice of the work session had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Don Forbes, Director of Transportation
John Elliott, Assistant Director for Strategic Planning and Communications
Wanda Kennedy, Deputy Administrator of Aeronautics Division
Jane Cease, Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Public Transit Division
Dale Allen, Region 4 Engineer
Jim Gix, Region 3 Engineer
Fran Neavoll, Commission Services

There were other staff persons present, including Andy Cotugno of the Metropolitan Service District.

Mark Ford, Manager of Strategic Planning, mentioned that the Committee Draft 1 of the Oregon Transportation Plan Policy Element with comments had been mailed to the Commission. (Copies of Draft 1 and Appendix A in Commission's files, Salem.)

Dave Bishop, Transportation Plan Manager, said once the Draft has been finalized, it is planned to receive public input on the document before formal adoption by the Commission.

Pam Benkendorf, consultant, stated that the Committees were given the five following general subjects for discussion: to consider the land use aspects of transportation, the economic development impacts, environmental impacts, technology, and safety. She commented the Commission would have to decide on the following key issues:

1) Definition of balanced
2) Definition of efficient
3) Mode neutrality vs. promotion of a specific mode
4) Intermodal hubs
5) Port integration
6) Minimum levels of transportation services statewide
7) Adoption of regional transportation plans
8) State recognition of intra-urban mobility
9) Establishment of zero alcohol level
10) Increased enforcement of safety laws

Mr. Bishop asked the Commission to identify one major issue or concept in the Plan that was important.

Chairman Hollern said there were too many goals and the document was too massive for the public to understand.

Vice Chairman Whitty felt there was an internal inconsistency in the financing of the transportation modes. He said it appeared that Policy 1 conflicts with Policy 13.

Commissioner Ford said she would like to go back to her Committee for further discussion on safety. She felt there needs to be more input from the Committee.

Commissioner Bolender commented that he felt the document was hard to read, not well-defined, too bureaucratic, the number of goals were too large, bicycle facilities were too excessive, and he could not support zero alcohol content.

To advise the Commission on the Plan, Chairman Hollern said a 15-member Steering Committee will be appointed consisting of the following: Transportation Commissioners; Kevin Campbell, Grant County Judge; Charles Vars, Mayor of Corvallis; Tom Walsh, Tri-Met; Martha Pagel, Governor's Office; Senators Joan Dukes, Paul Phillips, and William McCoy; Representatives Cedric Hayden, Carl Hosticka, and possibly Greg Walden. Chairman Hollern said it was premature to include in the Plan the recommendation of using the highway trust fund for non-highway purposes. He commented the Steering Committee and the public input should influence that rather than including in the Plan a unified transportation trust fund.

Mr. Bishop handed the Commission a copy of the Policy Element Outline for the Transportation Plan, which listed the six goals for system characteristics, urban transportation systems, intercity travel, rural access, freight productivity, and implementation. (Copy in Commission's files, Salem.) He reviewed with the Commission the purpose of the Plan as:

> To guide the development of a transportation system that contributes to a livable and prosperous state by providing access to all areas of the state for Oregon's citizens and visitors and access to local, state, national and international markets and resources in order to support Oregon business and industry.

Mr. Bishop then reviewed the key issues and the Commission's action follows.

The Commission agreed to the following definition of "balanced" as stated in Policy 1A:

> It is the policy of the State of Oregon to provide a transportation system that is balanced. A balanced transportation system is one that provides appropriate transportation options and takes advantage of the inherent efficiencies of each mode.

The Commission agreed to the following definition of "efficiency" as stated in Policy 1B:

> It is the policy of the State of Oregon to assure provision of an efficient transportation system. The system is efficient when (1) it is fast and economic for the user; (2) users are faced with full costs when making transportation decisions; and (3) transportation investment decisions are based on full benefits and costs including social and environmental impacts.

The Commission appeared to be mode neutral with respect to balance and efficiency; however, there may be a need for the State to take a proactive role.

The Commission agreed that the issue of intermodal hubs should be studied by the systems consultant as they did not have enough information. Chairman Hollern said he would like to know what is happening in other States.

The Commission agreed that under Policy Action 6E.1 the words "locate and promote" should be changed to "facilitate" (Page 34 of the document). On Page 29 of the document, Chairman Hollern said under Policy 5C the word "develop" should be changed to "encourage" modal alternatives. Under Action 5C.1, page 29, the word "invest" should be changed to "encourage the development" of intermodal passenger and freight facilities.

There was considerable discussion concerning adoption of regional transportation plans. (Policy 8A, page 41 of the document.) Andy Cotugno also urged the Commission to adopt regional plans. The Commission appeared to agree with the policy as written.

The work session adjourned at 8:20 a.m. and was continued after the formal meeting.

On September 17, 1991, the Transportation Commission held its regularly monthly meeting at the Klamath County Courthouse Annex in the Courtroom, 305 Main Street, Klamath Falls, beginning at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Don Forbes, Director of Transportation
John Elliott, Assistant Director for Strategic Planning and Communications
Wanda Kennedy, Deputy Administrator of Aeronautics Division
Jane Cease, Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Public Transit Division
Dale Allen, Region 4 Engineer
Jim Gix, Region 3 Engineer
Fran Neavoll, Commission Services

There were other staff persons present, including members of the press.

Commissioner Ford moved for approval and Commissioner Bolender seconded the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the August 20, 1991, meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Real Property Resolution No. 2838 in Commission's files, Salem.)

3) Three personal service contracts covering the traffic safety public information program for a total cost of $200,000 in Federal Funds as follows:

   A) Contract with Gard and Lesh at a cost of approximately $150,000.

   B) Two other contracts for a total cost of $50,000.

   (Authorized Administrator Nominee of Traffic Safety Division to sign contracts.)

4) Granted authority for the Director or State Highway Engineer to sign a contract with Cambridge Systematics, Inc., in association with David Evans Associates, in an amount not to exceed $200,000 to assist in the development of the Systems Element of the Oregon Transportation Plan. (Previously approved at 6/25/91 Commission Meeting.)

(Continued on next page.)

5) Delegation Order No. 36 authorizing Administrator of Traffic Safety Division to approve and execute personal service and miscellaneous contracts of $10,000 or less and sign all leases, rental agreements and contracts for use of buildings or space. (Delegation order in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Assistant Director for Administration	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Right of Way Manager	Exhibit F
Planning Engineer	Exhibit G
Office of Operations, Maintenance/Construction Manager	Exhibit H
Region 3 Engineer	Exhibit I
Engineer of Materials and Research	Exhibit J
Bridge Engineer	Exhibit K
Roadway Engineer	Exhibit L
Environmental Manager	Exhibit M
Motor Vehicles Administrator	Exhibit N
Assistant Attorney General	Exhibit O
Highway Controller	Exhibit P

The Commission unanimously confirmed their next meeting date of October 15, 1991, in Salem. Mr. Elliott said the following meeting will be in Eugene on November 18 and 19, 1991. The Commission requested that the December meeting be held by phone.

Mr. Elliott reminded the Commission of the Silver Falls Retreat on October 29 and 30, 1991.

The Commission tentatively set the following 1992 Commission meeting dates:

January 21	Salem
February 18-19	Hillsboro
March 17	Salem
April 21	Salem
May 18-19	Baker City
June 16	Salem
July 21	Salem
August 18	Telephone
September 14-15	Roseburg
October 20	Salem
November 16-17	Seaside
December 15	Telephone

Mr. Forbes stated that in order to continue the Department's State Rail Planning Program it is necessary to apply for $36,000 in funds under the Federal Local Rail Freight Assistance Program. He said these funds will be matched with an additional $15,430 from the Public Utility Commission and the deadline for submittal of the application is October 1, 1991. Vice Chairman Whitty moved for approval and the motion carried unanimously. The Commission also authorized the Director to sign the grant agreement with the Federal Railroad Administration.

Mr. Forbes reported on the US101 Coastal Conference held on September 5 and 6, 1991, at the Shilo Inn in Newport and co-sponsored by the Oregon Coastal Zone Management Association to develop a vision for the entire Oregon Coast Highway. He said there were 191 attendees with two representatives from California and two representatives from Washington. He commented that the term "parkway" was much misunderstood but he felt the conference developed a cooperative, vision-building attitude of the local communities. He said a credible scope of work will be developed and a contract with a consultant signed in the near future. A tri-state proposal will be ready when the reauthorization of the Surface Transportation Act is signed. This application would be to the Federal Highway Administration for scenic byway dollars to enable the expansion of this study to include the three States and to offer additional detail on loops, bypasses, scenic bypasses, and other necessary elements to tie the three States together into the Pacific Coast Scenic Parkway. (See written Executive Summary in Commission's files, Salem.)

As recommended by Wanda Kennedy, Commissioner Bolender moved for the appointment of Keith Phildius, Director of Aviation with the Port of Portland, as a member of the Oregon Aviation Advisory Committee. The motion carried unanimously by the Commission. His term of office will expire December 31, 1994. He will replace Robert Woodell, who resigned from this Committee.

Mr. Elliott requested approval of a supplemental contract with Ball, Janik and Novack to provide Federal representation for the Department in Washington, D.C. He said the supplement would cover a request to increase non-salary expenses by $6,000 to cover the month of August through December, 1991. The supplement would increase the contract from $169,456 to a revised total of $175,456. He explained that the non-salary expense would include correspondence, photocopies, faxing, long distance phone calls, etc. Commissioner Bolender moved for approval of the supplemental contract. The motion carried unanimously approving the supplemental contract and the Commission authorized the Director to sign the necessary contracts.

Ms. Cease requested approval of an intergovernmental agreement with the Eugene School District 4J for the purpose of establishing an experimental driver education program. She said the agreement would cover payment up to $90,000 to the District to offset cost of instruction, in exchange for the District's participation in a study of the effectiveness of driver education. Commissioner Ford moved for approval of the agreement. The motion carried unanimously and the Commission authorized the Administrator of Motor Vehicles Division to sign the agreement.

Mr. Moore reported that service may be restored by Trans Central for bus service between Burns and Bend. He also mentioned that Trans Central provides transportation between Bend and the Portland Airport and from Chemult to Bend.

Mr. Moore told the Commission that the Basin Transit District in Klamath Falls may receive three budget cuts due to Ballot Measure 5, a proposed reduction of 25% from the State, and a reduction in the State's payroll tax receipts.

Mr. Forbes recalled that the Commission had heard presentations from the citizens about the Elkton Tunnel Project. The citizens had expressed a lack of sensitivity to the local environment when clearing trees to do field testing and lack of a timely, responsive public input process.

Mr. Gix reported on the corrective actions undertaken in the Region to improve the public input process and to deal with the sensitive environmental issues. He said the Region has been reorganized and there is now a Project Development Manager. There is a process to identify the issues in the initial scoping of the project and the level of public involvement will be determined. With additional staff, newsletters and press releases can be produced to help keep the public informed of the status of a project. He said the public will be involved in the design phase, and environmental sensitive training classes will be held for employees.

Mr. Forbes requested increases in project authorizations on four contracts. Commissioner Bolender moved for approval and the motion carried unanimously by the Commission approving the following increases:

1) Contract No. 11,088, S.W. 15th-S.W. 2nd Street (Pendleton) Section, Pendleton Highway (US30), Umatilla County, in the amount of $29,820 (14.71 percent increase).

2) Contract No. 11,054, Old Young's Bay Bridge Section, Warrenton-Astoria Highway, Clatsop County, in the amount of $40,000 (6.6 percent increase).

3) Contract No. 10,815, Tualatin River Bridge Section, Hillsboro-Silverton Highway, Washington County, in the amount of $46,269.74 (6.9 percent increase).

4) Contract No. 10,718, S.E. Lester Avenue Interchange Section, East Portland Freeway, Clackamas County, in the amount of $534,680 (11.79 percent increase).

Chairman Hollern asked for a summary report on project authorizations over all compared to the budget. Since the Commission approves the overruns, he felt it would be interesting to have a report on the underruns as well.

Mr. Forbes requested approval of the 1991 Standard Specifications for Highway Construction replacing the 1984 edition. He explained that the Federal Highway Administration and various construction industry groups provided input to these revisions. The Commission's approval will allow inclusion of these specifications for use on construction projects bid after November 1, 1991. Vice Chairman Whitty moved for approval and the motion carried unanimously approving the 1991 Standard Specifications for Highway Construction. (Copy in Commission's files, Salem.)

Mr. Forbes requested approval to enter into a personal service contract for subsurface drilling on the Westside Corridor Project at an estimated cost not to exceed $400,000. He explained that the Region 1 geology crew does not have the necessary equipment or staff to complete the work in time to meet the deadline. Vice Chairman Whitty moved for approval of the contract and the motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the necessary contracts.

Chairman Hollern mentioned that at the October meeting the Commission will consider criteria for the naming of highway facilities after individuals.

Bill Bagley, Chairman of the Transportation Committee from the Medford/Jackson County Chamber of Commerce, addressed the Commission. He said Jackson and Josephine Counties have agreed that transportation is becoming a community priority. He told how the Jackson/Josephine Transportation Committee was formed about six years ago with the immediate focus to get regional input for a consensus view to the Department's six year planning process. He pledged his participation to work with the Department to produce timely projects which can gather the continued support of communities as a new era of City-State partnership is developed. (Written presentation in Commission's files, Salem.)

Lou Hannum, Medford City Council, told how Medford's efficiency and desirability as a regional trade center for trade, commerce, and tourism has been and will continue to be a function of the adequacy of its transportation system. He said it is Medford's and the State's interest to develop and finance a comprehensive and long range plan for the future transportation needs. (Copy of statement in Commission's files, Salem.)

Senator Lenn Hannon emphasized the Region's united effort. He asked that the State recognize and consider their high sense of priority. He offered their full commitment to work with the Department.

State Representative John Watt thanked the Commission for coming to Southern Oregon and he reiterated the previous speakers' comments.

Michael Burrill of Medford spoke about his feelings on the traffic problems in the Medford area and potential solutions. He referred to a letter from Jackson County that urged the North Medford Interchange be advanced to construction. He was concerned that Highways 238 and 140 are being delayed for at least two years and there were no plans to move forward on the Highway 62/I-5 Interchange. He commented that building permits are being denied because of traffic problems. He felt that there must be an immediate fix and a long-term plan to solve the backlog of issues. He said the immediate fix will have to be temporary remedies to minimize the impact until a permanent solution can be found and implemented. (Written presentation in Commission's files, Salem.)

Ken McAndrews spoke on behalf of Klamath County and the Klamath County Roads Advisory Committee concerning the Washburn Way-Southside Bypass Interchange. He presented background information on the project and told how current traffic volumes justify some sort of traffic management at this location. He said that current business expansions along Washburn Way plus potential development at the airport make it even more important. The possibility of a rail-truck intertie along Washburn Way also exist. He said that Klamath County will request at the next Six-Year Plan Update meeting to move the Washburn Way-Southside Bypass Interchange project from development to construction and to include it in the Plan at the earliest possible date. He closed by saying that Klamath County has indicated a willingness to share in the funding of this project.

Chairman Hollern called for a recess at 10 a.m. The meeting reconvened at 10:15 a.m. to continue the discussion of the Oregon Transportation Plan with the same persons present.

Mr. Bishop continued his discussion of the key issues and the Commission's action follows:

On Policy 6C, the Commission requested that the word "take" be changed to "encourage" as follows:

> It is the policy of the State of Oregon to encourage the necessary actions, including the integration of Oregon's marine port system, to attract a larger share of international trade to the area.

Chairman Hollern said where the words read "integrate the ports" change it to "encourage increased cooperation" among the ports to achieve the international trade.

Vice Chairman Whitty said there was one issue that was not addressed in the Plan. He felt the State should address the question of whether the locals, State, or combination of both, will pay for the dredging of the Columbia River and of the coastal ports.

The Commission agreed to the policy of providing the minimum level of service. Vice Chairman Whitty said where the policy uses the word "provide" to change it to "assure minimum levels".

The Commission agreed to establish regional transportation advisory groups to provide a conduit for transportation policy and programming between State and local government. Chairman Hollern said he would like to reconsider this as it is possible there may be too many committees.

The Commission agreed to provide inter-urban mobility.

There was considerable discussion concerning the safety policies, such as lowering the alcohol tolerance level for all motor vehicle operators to zero. It was the consensus that this policy could not be enforced and the Commission did not feel comfortable setting the level of alcohol consumption for driving.

The Commission agreed not to include in the Plan Action 7A.1 to lower the alcohol tolerance level for all motor vehicle operators to zero.

Mr. Bishop said an action statement would be written to develop performance standards and the necessary legislation to achieve the result, such as within four years the State will be in the top third of the Nation for fatalities per hundred million vehicle miles.

Commissioner Ford felt that railroad safety should be addressed.

On Page 37, Policy 7B, the Commission agreed to the following policy:

> It is the policy of the State of Oregon to coordinate work with other groups to reduce alcohol-related accidents in the operation of airplanes, boats, and motor vehicles.

Chairman Hollern said when the Plan referred to alcohol-related it should read alcohol and drug-related safety issue.

Commissioner Ford commented that increased enforcement of safety laws was a major principle to come out of the Safety Policy Committee.

Dale Allen stated that he felt the design issue should be addressed in the safety policy.

Commissioner Bolender said that bicycle lanes should be considered in any improvement or new construction but not on existing highways due to funding limitations.

On Page 20, Action 1B.4, the Commission agreed to change the word "underutilized" to "abandoned" in the following statement:

> Consider obtaining, developing, and using existing abandoned railroad rights-of-way and infrastructure that are in the public interest to preserve for transportation system improvements.

The Commission agreed to establish regional transportation advisory groups to provide a conduit for transportation policy and programming between State and local government. Chairman Hollern said he would like to reconsider this as it is possible there may be too many committees.

The Commission agreed to provide inter-urban mobility.

There was considerable discussion concerning the safety policies, such as lowering the alcohol tolerance level for all motor vehicle operators to zero. It was the consensus that this policy could not be enforced and the Commission did not feel comfortable setting the level of alcohol consumption for driving.

The Commission agreed not to include in the Plan Action 7A.1 to lower the alcohol tolerance level for all motor vehicle operators to zero.

Mr. Bishop said an action statement would be written to develop performance standards and the necessary legislation to achieve the result, such as within four years the State will be in the top third of the Nation for fatalities per hundred million vehicle miles.

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> Consider obtaining, developing, and using existing abandoned railroad rights-of-way and infrastructure that are in the public interest to preserve for transportation system improvements.

Chairman Hollern said there should be a review of corridors to determine which corridors need to be preserved and then consider those corridors. He said he would support limiting the State's role to corridor preservation rather than developing.

The Commission did not agree with the concept of reserving or purchasing major rights of way well in advance of actual development.

On Page 21, Action 1C.2, the Commission agreed to the following issue:

Control access to State highways.

On Page 21, Policy 1D, the Commission shortened the following statement to read:

> It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible.

On Page 22, Policy 1F, the Commission changed the sentence to:

> Seek legislative and voter approval of legislation to provide balanced funding for transportation facilities and services. Funding programs should not bias transportation decision making.

On Page 24, urban issues, policies and actions will be added. Vice Chairman Whitty said he would like to have an action statement under Policy 2B that alternative transportation (busses, light rail, etc.) are being encouraged.

The Commission agreed to Policy 2B: It is the policy of the State of Oregon to develop transportation facilities and services which are compatible with and improve the livability of urban areas.

Andy Cotugno suggested a statement of an urban plan that integrates with the interstate/intercity travel needs and the urban mobility needs into a single integrated plan.

The Commission agreed not to include the following Proposed Policy 3C on Page 26-A:

> It is the policy of the State of Oregon to establish an Access Oregon Transit Program to develop, maintain, and fund a statewide network of intercity transportation services.

The Commission did agree to the following Action 3A.3:

> Develop and promote service in statewide transportation corridors by the most appropriate mode including intercity bus, rail, airplane, passenger vehicle, and truck.

On Page 28, Policy 5A, Proposed Action 5A, the Commission decided not to include in the document that funding assistance for private carriers should be channeled through local government.

On Page 28, Policy 5A, the Commission changed the sentence to read:

> It is the policy of the State of Oregon to assure that the services of private and public transportation providers are coordinated.

On Page 29, Policy 5B, the Commission changed the sentence to read:

> It is the policy of the State of Oregon to improve rural highways, minimizing the interaction of passenger vehicles, bicycles, recreational and freight vehicles, wherever practical.

On Page 29, Policy 5C, the Commission changed the sentence to read:

> It is the policy of the State of Oregon to encourage modal alternatives to the automobile and truck where practical in rural areas.

On Page 29, Action 5C.1, the Commission changed the sentence to read:

> Encourage development of intermodal passenger and freight facilities to encourage effective shifts among modes as well as in routes.

On Page 30, the Commission agreed to the following Policy 5D but felt it should appear somewhere in the document other than the rural section:

> It is the policy of the State of Oregon to protect and enhance the aesthetic value of transportation corridors in order to support economic development and preserve quality of life.

Chairman Hollern asked that the changes be redrafted and sent to the Commission. Mr. Bishop said at the October meeting, the Plan would be further discussed. Chairman Hollern commented that the Steering Committee would meet after the October Commission meeting for about two to three hours to further refine the document.

There being no further business to consider, the formal meeting adjourned at 11:47 a.m.

At noon, the Transportation Commission attended a luncheon arranged by the Klamath County Chamber of Commerce at the Basin Beef and Beverage Restaurant, 3030 South 6th Street, Klamath Falls. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) The same persons were present as at the formal meeting.

Chairman Hollern addressed the luncheon. He told the attendees what has been happening in the Department, how the changes of the Department and other decisions may affect them, and why their participation in these decisions is important. He commented in looking into the future, the Department's vision is that a transportation network will help keep Oregon a good place to live and will help businesses succeed. He discussed the four areas that are needed to maintain a good transportation system: funding, planning, political support, and guidance from the citizens who use the transportation system. In closing, he said, developing an integrated, efficient, effective transportation network requires the involvement of a lot of people and by working together a transportation system can be built for the future.

The luncheon adjourned at 12:45 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Roger L. Breezley, Commissioner

Fran Neavoll
Commission Services

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On July 11, 1991, approved an interagency agreement with the Oregon Health Sciences University for an engineering study to provide an uninterrupted power supply system to the Information Systems Section of the Department of Transportation. This agreement is effective through January 1, 1992, at a cost not to exceed $30,000. (Authorized Assistant Director for Administration to sign necessary agreement.)

Dated this 17 day of August, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

731-0314 (10-90)

A

MINUTES OF 9/17/91

Report of Confirmation of Action Taken Under Delegated Authority

No. 1 **Project:** *Automatic Vehicle Classification (AVC) and Weigh-In-Motion (WIM) Section*

Contract No. 11,089

Type of Work: *AVC/WIM Installations*

F. A. No.: *State*

County: *Various*

Highway: *Various*

No. of Bidders: *7* **Low Bidder:** *Marmolejo Contractors, Inc., Estacada, OR*

Low Bid: $ *214,921.00*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder:	*Schoolhouse R Electrical Construction, Ashland, OR*	$ *235,490.00*
3rd Bidder:	*Linnco Electric Co., Albany, OR*	$ *238,333.00*

No. 2 **Project:** *Portland Area Freeway "Help" Signs Section*

Contract No. 11,090

Type of Work: *Signing*

F. A. No.: *DE-0202 (801)*

County: *Multnomah, Clackamas, and Washington* **Highway:** *Various Freeways*

No. of Bidders: *3* **Low Bidder:** *M-R Pierce Constructors, Inc., West Linn, OR*

Low Bid: $ *28,367.00*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder:	*Coral Construction Company, Wilsonville, OR*	$ *29,539.00*
3rd Bidder:	*Babler Bros., Inc., Portland, OR*	$ *36,302.00*

No. 3 **Project:** *Oregon Coast Highway at 13th Street (Reedsport) Section*

Contract No. 11, 091

Type of Work: *Traffic Signals*

F. A. No.: *State*

County: *Douglas*

Highway: *Oregon Coast (US 101)*

No. of Bidders: *6* **Low Bidder:** *Schoolhouse R Electrical Construction, Ashland, OR*

Low Bid: $ *74,674.00*

Engineer's Recommendation: *Award to low responsive bidder subject to concurrence of developer and receipt of deposit by same.*

2nd Bidder:	*Linnco Electric Co., Albany, OR*	$ *80,760.00*
3rd Bidder:	*Albany Electric, Inc., Albany, OR*	$ *81,145.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 9-31-91

A

AGENDA OF 9/17/91

No. 4 **Project:** *Goshen-Divide Section*

Type of Work: *Guard Rail and Structures*

Contract No. 11,092
F. A. No.: *HES-112 (2)*

County: *Lane*

Highway: *Goshen-Divide (OR 99)*

No. of Bidders: 4 **Low Bidder:** *Kip Construction Co., Eugene, OR*

Low Bid: $ *154,196.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Dice Construction, Inc., Bend, OR* $ *159,864.00*
3rd Bidder: *Mocon Corporation, Salem, OR* $ *176,016.00*

No. 5 **Project:** *Traffic Loop Repair Project (Unit 3)*

Type of Work: *Traffic Signals*

Contract No. 11,093
F. A. No.: *State*

County: *Multnomah and Clackamas*

Highway: *Various (US 26, I-205, OR 212)*

No. of Bidders: 7 **Low Bidder:** *Tigard Electric, Inc., Tigard, OR*

Low Bid: $ *232,871.00*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *Grasle Electric, A Div. of Dynalectric Co., Portland, OR* $ *302,780.00*
3rd Bidder: *East County Electric Co. dba Highlite Construction Co., Inc., Brush Prairie, WA* $ *353,086.00*

No. 6 **Project:** *Ladd Canyon-Drinking Fountain Grade Section*

Type of Work: *Variable Message Signing*

Contract No. 11,094
F. A. No.: *IR-84-6(21)264*

County: *Union and Baker*

Highway: *Old Oregon Trail (I-84)*

No. of Bidders: 3 **Low Bidder:** *Weaver Construction Co., La Grande, OR*

Low Bid: $ *458,970.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Coral Construction Company, Wilsonville, OR* $ *460,845.00*
3rd Bidder: *Michael A. Becker, General Contractor, Inc., La Grande, OR* $ *464,191.00*

APPROVED BY CHAIRMAN
MICHAEL P. HOLLEN
Date 7-31-91

No. 7 Project: *Mill City-Gates Section*

Contract No. 11,095
Type of Work: *Roadwork, Structure, and Signing* F. A. No.: *State*

County: *Marion* Highway: *North Santiam (OR 22)*

No. of Bidders: *6* Low Bidder: *Fabricators, Incorporated, Salem, OR*

Low Bid: $ *971,341.00*

Engineer's Recommendation: *Award to low responsive bidder*

2nd Bidder: *North Santiam Paving Co., Stayton, OR* $ *1,064,029.75*
3rd Bidder: *JAL Construction, Inc., Bend, OR* $ *1,095,320.82*

No. *8* Project: *Bear Creek (Main Street) Bridge Section*

Contract No. 11,096
Type of Work: *Roadwork, Structures, and Illumination* F. A. No.: *BRM-2450(2)*

County: *Jackson* Highway: *Main Street (City Street) (OR 238)*

No. of Bidders: *2* Low Bidder: *Hamilton Construction Co. (Oregon), Springfield, OR*

Low Bid: $ *1,947,524.50*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Medford and receipt of deposit by the City*

2nd Bidder: *Ross Bros. Construction, Inc., Salem, OR* $ *2,068,632.30*
3rd Bidder: *None* $

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 7-31-91

EXHIBIT A

MINUTES OF 9/17/91

No. 9 Project: *Airport Way-Cairo Junction Section*

Contract No. 11,097

Type of Work: *Roadwork, Signing, and Traffic Signals*

F. A. No.: *F-21-5 (18)*

County: *Malheur*

Highway: *Olds Ferry-Ontario (OR 201)*

No. of Bidders: *7* Low Bidder: *Roy L. Houck Construction Company, Salem, OR*

Low Bid: $ *2,402,353.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Nelson Construction Co. an Idaho Corporation, Boise, ID* $ *2,580,781.00*

3rd Bidder: *Babler Bros., Inc., Portland, OR* $ *2,739,910.00*

On July 31, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on July 25, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 4, 6, 8, and 9, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 17 day of August, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report these actions for your official records:

1) Annual supplemental agreement with AASHTO to relicense the Highway Division to use the Bridge Design System (BDS) and Survey Data Management System (SDMS) computer software. The total cost is $35,000 and will cover the period July 1, 1991, through June 30, 1992. The original ongoing agreement was entered into June 30, 1986. Supplemental agreements specify the software products needed for the current year. Approved by Bill Anhorn on August 9, 1991. (Authorize Deputy State Highway Engineer to sign agreement.)

2) Amendment to personal service contract with Pavement Services Inc. for $6,000 to cover additional resilient modulus testing of soil samples. For comparison purposes, the same testing agency and equipment should be used on the additional samples. This amendment brings the total contract amount to $16,000. The contract will terminate December 31, 1991. Approved by Bill Anhorn on August 9, 1991. (Authorize State Highway Engineer to sign amendment.)

Dated this 17 day of August, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

August 14, 1991

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

On August 6, 1991, approved a personal service contract to assist the Motor Vehicles Division with computer software development at a cost of $40,000. Contract will support implementation of Senate Bill 73 which requires vehicle identification number searches for stolen vehicles on all vehicle title transfers. (Authorized Administrator of Motor Vehicles Division to sign contract.)

Dated this 8 day of AUGUST, 1991

John Whitty, Vice Chairman
Oregon Transportation Commission

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following action was taken:

1) On July 24, 1991, approved Supplement No. 2 to a personal service contract with Lerch, Bates and Associates Inc., for an elevator survey and bid specifications in the Transportation Building in Salem. This supplement increases the cost by $1,170 to a new total not to exceed $9,995.

Dated this 3rd day of September, 1991

Judy Gregory

Judy Gregory
Assistant Director for Administration

August 29, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Traffic signal on the Oregon Coast Highway at 13th Street in Reedsport, Douglas County. Bids received July 25, 1991. Contract No. 11,091 awarded on July 31, 1991, to Schoolhouse R Electrical Construction, Ashland, at $74,674.00.

2) Work on the Goshen-Divide Section of the Goshen-Divide Highway in Lane County. Bids received July 25, 1991. Contract No. 11,092 awarded on August 9, 1991, to Kip Construction Co., Eugene, at $154,196.00.

3) Variable message signing on the Ladd Canyon-Drinking Fountain Grade Section of the Old Oregon Trail in Union and Baker Counties. Bids received July 25, 1991. Contract No. 11,094 awarded on August 9, 1991, to Weaver Construction Co., La Grande, at $458,970.00

4) Work on the Bear Creek Bridge Section of Main Street in Medford, Jackson County. Bids received July 25, 1991. Contract No. 11,096 awarded on August 9, 1991, to Hamilton Construction Co. (Oregon), Springfield, at $1,947,524.50.

5) Work on the Airport Way-Cairo Junction Section of the Olds Ferry-Ontario Highway in Malheur County. Bids received July 25, 1991. Contract No. 11,097 awarded on August 9, 1991, to Roy L. Houck Construction Company, Salem, at $2,402,353.00.

Dated this 30th day of August, 1991

William Conkle
State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On July 18, 1991, signed a supplemental intergovernmental agreement with Tri-Met for environmental work on the Westside Corridor Project. This supplement will increase the scope of work and adds an additional cost of $46,169 to a new total not to exceed $336,869. (Transportation Commission approved on April 17, 1991. William Anhorn signed for State Highway Engineer.)

2) On July 23, 1991, signed a supplemental personal service contract with Golder Associates Inc., for geotechnical and foundation investigation and design of Rocky Point Viaduct on the Oregon Coast Highway in Curry County. This supplement changes the scope of work and adds an additional $52,000 for a total amount not to exceed $170,000. (Transportation Commission approved not exceeding cost of $170,000 on June 25, 1991. William Anhorn signed for State Highway Engineer.)

3) On July 25, 1991, signed Amendment 5 to a cooperative agreement with the National Oceanic and Atmospheric Administration for a geodetic advisor. This amendment is effective October 1, 1991, through September 30, 1992, at a cost not to exceed $29,120. (Transportation Commission approved September 18, 1990. William Anhorn signed for State Highway Engineer.)

4) On July 31, 1991, approved a supplement to an engineering services agreement with Multnomah County for State engineering personnel to provide necessary services on County projects. This supplement increases compensation to the State from $20,000 per year to a maximum of $40,000 per year. (William Anhorn signed for State Highway Engineer.)

5) On July 31, 1991, approved a joint resolution with Lane Council of Governments and Salem/Keizer Area Transportation Study Policy Committee certifying their transportation planning process. (William Anhorn signed for State Highway Engineer.)

6) On July 31, 1991, signed Supplement No. 2 to a personal service contract with Alpha Engineers, Inc., covering construction of the Airport Way Interchange-Columbia Boulevard Section of the East Portland Freeway in Multnomah County. This supplement increases the cost by $56,235.07 for a new total not to exceed $292,740.07. (Transportation Commission approved September 19, 1989.)

7) On August 5, 1991, signed Supplement No. 1 to a personal service contract with HDR Engineering, Inc., to provide flexible services for the Bridge Section. This supplement changes the unit price amounts. (Transportation Commission approved original contract on November 13, 1990. William Anhorn signed for State Highway Engineer.)

8) On August 6, 1991, signed a personal service contract with V&A Consulting Engineers covering corrosion engineering flexible services on bridge and highway structures. This contract is effective August 6, 1991, through July 31, 1992, at a cost not to exceed $33,000. (Transportation Commission approved June 20, 1989. William Anhorn signed for State Highway Engineer.)

9) On August 7, 1991, signed a supplemental agreement with City of Redmond and Deschutes County for installation of city sanitary sewer and water lines as a part of Redmond-Bend (North Unit) Section of The Dalles-California Highway Project. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

10) On August 7, 1991, approved an interagency agreement with the Department of Land Conservation and Development for the development of the Highway 101 Corridor Plan. (William Anhorn signed for State Highway Engineer.)

11) On August 14, 1991, approved emergency repair of Pier 3 on the Willamette River at the Harrisburg Bridge in Linn County. Estimated cost between $25,000 and $40,000 depending upon the tonnage of riprap required.

The repair would be to remove upstream drift buildup and place riprap to protect the pier. Due to the structure's footing it was determined that delay in this work was too great a risk and I declared an emergency to exist. Department of Fish and Wildlife has required that all work in the river be done by September 5. A Department of General Services' contract cannot be prepared and advertised in time to allow completion of the work. Due to the emergency nature of the situation, time was not available to formally obtain bids.

12) On August 14, 1991, signed Supplement No. 2 to a personal service contract with Lindburg/Chrisman Architects for on-call building architecture and engineering services to the Bridge Section. This supplement increases the cost by $45,000 to a new total not to exceed $95,000. (Transportation Commission approved June 25, 1991. William Anhorn signed for State Highway Engineer.)

13) On August 16, 1991, signed a personal service contract with S & S Surveying and Engineering to provide on-call construction and location survey engineering for highways in Region 4. This contract is effective August 16, 1991, through November 30, 1992, at a cost not to exceed $50,000. (Transportation Commission approved October 17, 1990. William Anhorn signed for State Highway Engineer.)

Dated this 30TH day of AUGUST, 1991

(William Anhorn)
State Highway Engineer

August 29, 1991

D

MINUTES OF 9/17/91

QUARTERLY REPORT

DAMAGE TO STRUCTURE CLAIMS

Period from 4/1/91 through 6/30/91

	Number	Dollar Amount
CAO DAMAGE CLAIMS OPENED	175	$ 85,120.06
REVENUE COLLECTED DURING QUARTER		
Full Payments	121	$ 146,437.05
Partial Payments	98	6,372.06
Total Revenue		$ 152,809.11
ABANDONMENTS		
Full Claims	5	$ 5,507.62
Partial Claims	2	1,188.78
Total Abandonments	7	$ 6,696.40
CLAIMS PENDING		
Beginning of Quarter	526	$ 196,112.00
End of Quarter	576	$ 216,475.60

Prepared by the Department of Justice
Finance and Government Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy-6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
HES PROJECT					
S.E. Foster @ 110th 111th City of Portland	$100,000	$90,000	-0-	$10,000	8-13-91
N.E. Foster @ Prescott City of Portland	$90,000	$81,000	-0-	$9,000	8-13-91

Cam Gilmour
Cam Gilmour, Manager
Program Section

8/27/91
Date

MKS011.th

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On July 19, 1991, approved 15% increase in project authorization on the Wynooski Street Project at 11th Street-Hillsboro/Silverton Highway (Newberg) in Yamhill County. (Contract No. 10,962)

2) On July 22, 1991, signed a supplemental agreement with Lincoln County for construction of three bridges on Yaquina Bay Road, Johnson Slough Bridge, Wyant Slough Bridge, and Parker Slough Bridge. Supplement provides for construction engineering and financing for the three bridges. (Transportation Commission approved October 17, 1990.)

3) On August 7, 1991, signed an agreement with City of Lake Oswego and Clackamas County covering the widening of the Oswego Canal (Bryant Rd.) Bridge #6513. (The free bridge design portion of the Project was approved by State Highway Engineer on June 29, 1989, and construction of project approved by Program Section Manager April 11, 1991. Donald Aman signed for Cam Gilmour.)

4) On August 16, 1991, signed an interagency agreement with the Department of Corrections for construction of a left-turn refuge providing safer access at their parking lot on the Pendleton Highway. (Transportation Commission approved August 16, 1988, as part of the Six-Year Highway Improvement Program.)

5) On August 22, 1991, signed an agreement with Tri-Met for the 1991-1992 Portland Rideshare Project. (Program Section Manager approved July 11, 1991, as part of the Six-Year Highway Improvement Program. Donald Aman signed for Cam Gilmour.)

Dated this 3rd day of September, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

731-0314A (10-90)

F

MINUTES OF 9/17/91

DATE: **AUGUST, 1991**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **LANE COUNTY: OAKHILL-EUGENE-SPRINGFIELD - FLORENCE-EUGENE HIGHWAY:**
File 42895 - Containing 1.58 Acres; $35,000; App. 7/01/91.

2) **LINCOLN COUNTY: COAST RANGE SUMMIT-BURNT WOODS - CORV.-NEWPORT HWY.:**
File M-41 - Maintenance Site - Containing 0.40 Acres; $150; App. 7/01/91.

3) **MARION COUNTY: 12TH ST. S.E.-24TH ST. S.E. - MISSION STREET:**
File 54276 (includes 54483 & 54484) - Containing 6,720 Sq. Ft.; $2,000; App. 7/31/91.

4) **MARION COUNTY: 12TH ST. S.E.-24TH ST. S.E. - MISSION STREET:**
File 54499 - 8,040 Sq. Ft.; $8,100; App. 7/16/91.

5) **MARION COUNTY: SUPERIOR ST. S.E.-VISTA AVE. S.E. - PACIFIC HIGHWAY EAST:**
File 53996; 53968 - Containing 6,641 Sq. Ft.; $43,200; App. 7/15/91

6) **MARION COUNTY: SUPERIOR ST. S.E.-VISTA AVE. S.E. - PACIFIC HIGHWAY EAST:**
File 53969B - Containing 8,310 Sq. Ft.; $ 4,550; App. 7/10/91.

7) **MARION COUNTY: SUPERIOR ST. S.E.-VISTA AVE. S.E. - PACIFIC HIGHWAY EAST:**
File 15888 - Containing 8,090 Sq. Ft.; $52,600; App. 7/10/91.

8) **MARION COUNTY: WOODBURN INTRCHNG.-HAYESVILLE INTRCHNG. - PACIFIC HWY.:**
File 47245 - Containing 20 Acres (Borrow Pit & Material Source aka Barnick Pond); $47,950; App. 7/31/91.

9) **MULTNOMAH COUNTY: COLUMBIA RIVER-S.E. HINKLEY SECT. - E. PORTLAND FRWY.:**
File 45227 - Containing 10.97 Acres; $204,000; App. 7/02/91.

10) **MULTNOMAH COUNTY: N. TIGARD INT.-S. TIGARD INTRCHNG. - PACIFIC HWY.:**
File 50195 - Containing 7,150 Sq. Ft.; $17,500; App. 7/08/91.

11) **MULTNOMAH COUNTY: N.E. GLISAN-S.E. DIVISION - E. PORTLAND FREEWAY:**
File 46649 - Containing 6,681 Sq. Ft.; $10,350; App. 7/08/91.

12) **MULTNOMAH COUNTY: NW NICOLAI-W.FREMONT INTRCHNG. - COLUMBIA RVR. HWY.:**
File 36133A - Containing 1,174 Sq. Ft.; $6,000; App. 7/01/91.

13) **MULTNOMAH COUNTY: S.E. DIVISION @ S.E. 96TH DRIVE - E. PORTLAND FREEWAY:**
File 40425 (Includes 41625; 47419; 47420; 47427) - Containing 66,015 Sq. Ft.; $83,500; App. 7/31/91.

F

9/17/91

OPTIONS: **APPROVAL TO SELL EXCESS PARCELS**: (Continued)

14) **MULTNOMAH COUNTY: S.E. CLAY–S.E. DIVISION – EAST PORTLAND FREEWAY:**
File 46620 (Includes 49349 & 48350) – Containing 8,912 Sq. Ft.; $14,000; App. 7/31/91.

15) **MULTNOMAH COUNTY: S.E. DIVISION–S.E. FOSTER RD. – EAST PORTLAND FREEWAY:**
File 43233 – Containing 30,562 Sq. Ft.; $160,000; App. 7/10/91.

16) **MULTNOMAH COUNTY: VERMONT ST.–HUME ST. – PACIFIC HIGHWAY:**
File 19321 – Containing 2,500 Sq. Ft.; $2,350; App. 7/02/91.

17) **POLK COUNTY: BRUSH COLLEGE – SALEM–DAYTON HIGHWAY:**
File 25393 – Containing 14.83 Acres; $38,000; App. 7/25/91.

AGREEMENTS: (35–48)

18) ODOT Agreement No. 1323; Service Contract No. 91–2; Grade Crossing Improvement Project Description Agreement; with Union Pacific Railroad Company; for highway–railroad grade crossing improvement project; **OLD OREGON TRAIL – ISLAND CITY SECTION; WALLOWA LAKE HIGHWAY**; **UNION COUNTY**; Crossing 2G–2.4–C, Joseph Branch, Highway 82; Estimated Cost (State & Federal) for work to be performed by railroad $29,751; Approved 7/26/91.

PERSONAL SERVICE CONTRACTS: (35–46)

19) R/W Personal Service Contract No. R41624; with Rittenhouse–Zeman & Associates, Inc.; for checking for underground storage tanks and contamination from spills and cleanup, if necessary; and complete a Level 1 Audit; **OAKHILL–EUGENE–SPRINGFIELD SECTION; FLORENCE–EUGENE HIGHWAY; LANE COUNTY;** Est. Cost $2,844; Start Date: 7/23/91; End Date: 8/01/91; Approved 7/23/91.

20) R/W Building Repair Contract No. 6071 001; with Beck Well Drilling; this is part of a curative effort involving drilling a new water well, connecting it to existing system, and abandoning existing water well at 30928 S. Paveletz Rd., Mollalla, to make property saleable upon completion of project; **BEAR CR.–KEITH RD. – WOODBURN–ESTACADA HWY.; CLACKAMAS COUNTY;** Start Date: 7/09/91; End Date 8/09/91; Est. Cost $6,000 ($5,400 if existing pump is used); Approved 7/09/91.

21) R/W Demolition Contract No. 58711; with Al Schattenkirk; for demolition of duplex, garage, and shed at 411 Agness Ave., Grants Pass, Oregon, including capping off sewer line; **FOOTHILL BLVD – REDWOOD HIGHWAY; JOSEPHINE COUNTY;** Start Date: 7/12/91; End Date 8/01/91; Est. Cost $4,200; Approved 7/12/91.

22) R/W Personal Labor/Services Contract No. R58149B; with Rittenhouse–Zeman & Associates, Inc.; for site assessment – collect and test all subsurface soil samples at site of former heating oil tank and complete a Level 1 Audit; **CURTIS AVE.–COALBANK SLOUGH; OREGON COAST HIGHWAY; COOS COUNTY;** Start Date: 7/23/91; End Date: 8/01/91; Est. Cost $3,801; Approved 7/23/91.

R/W SERVICE AGREEMENTS: (35–50)

23) R/W Service Agreement No. 375; EA B734–8270; with Department of Land Use; **SW 170TH–FARMINGTON ROAD (COUNTY RD.) COOK'S MARKET; WASHINGTON COUNTY;** State agrees to act for Agency in performing those services related to the acquisition of right–of–way for Agency; Advance Deposit for preliminary estimate of costs $270,384; Approved 7/08/91.

24) R/W Service Agreement No. 350 (K) with Multnomah County (#350 is the "umbrella" agreement which covers various County road projects not to be constructed with Federal Aid through June 30, 1993); C. & A. #9661; EA B726–8201; **S.E. BULL RUN ROAD–S.E. 1ST ST. (COUNTY ROAD); MULTNOMAH COUNTY;** State agrees to perform services in the acquisition phase and other phases preliminary for projects; Approved 8/11/88.

25) R/W Service Agreement No. 376; EA B734–8273; with Motor Vehicle Division; State agrees to appraise real estate located at 14250 S.W. Allen Boulevard, Beaverton, Oregon, Washington County, for DMV; Total cost not to exceed $5,000; Approved 7/16/91.

26) R/W Service Supplemental Agreement No. 374; (to be funded as provided in Constr.–Finance Agr. #7753 dated 1/06/83); PE EA C726–1942; with City of Portland, **N.W. 23RD @ W. BURNSIDE ST. (CITY ST.); MULTNOMAH COUNTY;** State agrees to act for Agency in performing those services related to the acquisition of right–of–way for Agency; Approved 7/29/91.

27) R/W Service Supplemental Agreement No. 377; (to be funded as provided in Const.–Finance Agr. #9866 dated 4/11/90); with City of Portland; **NE/SE 47TH & 60TH AVE. EAST BURNSIDE (Formerly known as 9th–82nd Ave. East Burnside); MULTNOMAH COUNTY;** State agrees to act for Agency in performing those services related to the acquisition of right–of–way for Agency; Approved 7/29/91.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

BEAR CREEK–KEITH ROAD – WOODBURN–ESTACADA HIGHWAY:			
6071 027 Allen & Jacque Luper; Gladys & Harvey Lewis	$	200	App. 07/25/91

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:			
6032 029 Bradford L. & Sharon K. Carrell	$	7,250	App. 07/10/91
6032 086 City of Bend	$	749	App. 07/16/91
TERREBONNE–O'NEIL JCT. – THE DALLES–CALIFORNIA HIGHWAY:			
6054 018 Lawrence & Irene Brosy	$	2,170	App. 07/16/91

Report of Actions Taken Under Delegated Authority
August, 1991 – Page Four

OPTIONS: (Continued)

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

58583	Allen P. Buckle	$ 20,000	App. 06/26/91
58853	Margaret E. Allen	$ 41,000	App. 07/23/91

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58738	Robert & Verda O'Neal	$ 36,500	App. 07/09/91
58740	Christine E. Parker	$ 35,000	App. 07/08/91
58743	Patricia M. Alspaugh	$ 31,000	App. 07/02/91
58746	Flury Supply Company	$ 30,400	App. 07/23/91
58750	William & Marcella Johnson	$ 1,138	App. 07/23/91
58759	Greenway Equipment Company	$ 2,425	App. 07/16/91
58761	Valley Worship Center	$ 1,350	App. 07/16/91
58783	Gary & Debbie Gohman	$ 10,000	App. 07/23/91
58785	Ferrellgas, Inc.	$ 1,370	App. 07/23/91
58787	John & Patricia Fowler	$ 3,500	App. 07/23/91

OREGON COAST HWY. @ 13TH ST. (REEDSPORT) – OREGON COAST HIGHWAY:

52400	Richard K. Boas, Trustee	Donation	App. 07/16/91

GRANT COUNTY:

WCL JOHN DAY–CANYON CREEK – JOHN DAY HIGHWAY:

6094 021	Nydam's Hardware, Inc.	$ 350	App. 07/02/91

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58896	School District #6 – Jackson County	$ 4,500	App. 07/23/91

LITTLE BUTTE CREEK BRIDGE – S. FORK LITTLE BUTTE CREEK ROAD:

6062 001	Cascade Ranch	$ 1,375	App. 07/25/91
6062 001	Lake Creek Historical Society (Lessee Improvements)	$ 250	App. 07/25/91
6062 002	Lake Creek Grange #697	$ 7,320	App. 07/25/91
6062 003	Cascade Ranch	$ 2,092	App. 07/25/91

KLAMATH COUNTY:

CRATER LAKE BOUNDARY–FORT KLAMATH – CRATER LAKE:

6068 010	Harris Farms, Inc. & David Wood	$ 7,500	App. 07/16/91

LINN COUNTY:

QUEEN AVE.–CORVALLIS/LEBANON HWY. – ALBANY–JUNCTION CITY:

55566	Donn N. & Susan G. Settles	$ 4,800	App. 07/02/91

Report of Actions Taken Under Delegated Authority
August, 1991 – Page Five

OPTIONS: (Continued)

MALHEUR COUNTY:

AIRPORT WAY–CAIRO JCT. – OLDS FERRY–ONTARIO HIGHWAY:

X	6042 021 ~~Marie~~ Macie Price; George & Johanna Yanagawci	$ 26,425	App. 07/02/91

OCI ACCESS RD.–STANTON BLVD. INTERCHANGE – STANTON BLVD.:

	6080 014 Robert W. & Virgie E. Miller	$ 100	App. 07/23/91

MARION COUNTY:

25TH ST.–AIRPORT ROAD – SALEM:

	6082 002 Douglas F. & Grace L. Corwin	$ 500	App. 07/02/91

MILL CITY–GATES – NORTH SANTIAM HIGHWAY:

	6075 001 Robert Young & Vernon Morgan	$ 10,710	App. 07/16/91

PACIFIC HWY.–LANCASTER DRIVE – NORTH SANTIAM:

	58186 Club Wholesale Concepts	$ 16,600	App. 07/25/91

S. COMMERCIAL ST.–N. SANTIAM HWY. – CORDON RD.:

	59121 Hudson O. & Wanda Wolfe	$ 6,000	App. 07/15/91

SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY:

	6027 006 Floyd Lee & Sama June DeLapp	$200,000	App. 07/10/91
	6027 007 Floyd & Sama DeLapp; Jay & Charlotte Lawrence	$325,000	App. 07/10/91

TILLAMOOK COUNTY:

N. FORK NEHALEM RIVER BRIDGE – MCDONALD RD.:

	6107 001 Donald & Maxine Gritzmacher	$ 1,700	App. 07/23/91
	6107 003 F.E. & Helen Knight	$ 200	App. 07/23/91
	6107 004 Division of State Lands	$ 2,262	App. 07/10/91

UNION COUNTY:

OLD OREGON TRAIL HWY.–ISLAND CITY – WALLOWA LAKE HIGHWAY:

	6059 005 Ernest & Dorothy Keltz	$ 150	App. 07/23/91
	6059 035 C. & M. Farm Supply, Inc.	$ 6,275	App. 07/23/91

WALLOWA COUNTY:

FOREST BOUNDARY–ENTERPRISE – ENTERPRISE–LEWISTON HIGHWAY:

	6090 004 Boston Ranches, Inc.	$ 2,050	App. 07/23/91

F

MINUTES OF 9/17/91

Report of Actions Taken Under Delegated Authority
August, 1991 – Page Six

OPTIONS: (Continued)

WASHINGTON COUNTY:

M.P. 9.64 – PACIFIC WEST:

6007 088	BP Oil Company	Donation	App. 07/16/91

PACIFIC HWY. @ EDY/SCHOLLS – PACIFIC HIGHWAY WEST:

6060 019	Herbert H. Borchers, et al	$ 4,780	App. 07/08/91

Dated this 8 day of August, 1991

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CENTRAL POINT INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

58262 - Richard and Barbara Meister Offer: $18,900.00

OLD ORE. TRAIL - ISLAND CITY SECTION OF THE WALLOWA LAKE HIGHWAY

6059004 - Kohr's Body Shop, Inc. Offer: $ 8,650.00

TACOMA ST. INTCHG.- SE 17TH AVE. CONN. (UNIT 2) SECTION OF THE PACIFIC HIGHWAY EAST

6041005 - Oregon Worsted Company Offer: $ 7,070.00

WCL JOHN DAY - CANYON CREEK SECTION OF THE JOHN DAY HIGHWAY

6094009 - XLH, Inc. Offer: $ 150.00
6094010 - Lamar and Ernestine Hill Offer: $ 300.00
6094011 - Thelma Kite Offer: $ 800.00
6094023 - Terrence E. and Virginia Sowa Offer: $ 450.00

WOODBURN N.C.L. - LINCOLN ST. SECTION OF THE PACIFIC HIGHWAY EAST

57955 - Bin S. Gee Offer: $37,000.00
57957 - Daryl M. & Dorothy Wiesner Offer: $ 750.00

25TH ST. - AIRPORT RD. SECTION OF THE SALEM HIGHWAY

6082003 - Merritt Truax, Inc. Offer: $41,600.00

Dated this 29th day of August, 1991.

Rod Henry, Acting Manager
Right of Way Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Planning Engineer, the following actions were taken:

1) On July 29, 1991, approved a personal service contract with Bob Pool to provide audio-visual services at the Governor's Coastal Conference on September 5, 1991. This contract is effective August 19 through September 31, 1991, at a cost not to exceed $5,000.

2) On August 20, 1991, approved an intergovernmental agreement with Oregon Coastal Zone Management Association, Inc., for conference planning services at the Governor's Conference on U.S. 101, Oregon Coast Highway, to be held on September 5 and 6, 1991. The contract is effective August 20 through December 31, 1991, at a cost not to exceed $5,000.

Dated this 3rd day of September, 1991

Robert E. Royer
Planning Engineer

August 29, 1991

731-0314A (10-90)

H

MINUTES OF 9/17/91

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	**SECTION AND COUNTY**
Industrial Construction Corp. of Oregon Contract No. 10513 Acceptance Date: August 6,1991	Klamath County Line-Drews Creek Road Lake County
Elting ,Inc. Contract No. 10803 Acceptance Date:August 13,1991	Mitchell-Keyes Creek Summit(East Unit) Wheeler County
Wildish Corvallis Construction Co. Contract No. 10827 Acceptance Date: August 13,1991	McKenzie Highway at MP 14.5 Lane County
Linnco Electric Co. Contract No. 10965 Acceptance Date: August 13,1991	Park Street at Grant Street (Lebanon) Linn County
West Coast Structures,Inc. Contract No.10997 Acceptance date: August 14,1991	Humbug (Kampy Road) Bridge Clatsop County
Slayden Construction,Inc. Contract No. 10631 Acceptance Date : August 16,1991	I-84 Port of Entry(Cascade Locks) Hood River County
Wildish Corvallis Construction Co. Contract No. 10872 Acceptance Date: August 16,1991	District 5 Overlay Projects Lane County
Linnco Electric Co. Contract No. 10995 Acceptance Date : August 16,1991	1990 A.V.I. Projects Various Counties
Cascade Rock,Inc. Contract No. 11051 Acceptance Date : August 16,1991	Willamette Rock Production Klamath County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$20,822,269.66	$28,652,295.28
Anticipated Costs	$21,916,923.85	$29,682,433.57
Percentage Overrun (Underrun)	+5.3%	+3.6

Wayne F. Cobine, Manager
Office of Operations
Date 8/26/91

BMW:bmw

DELAUTH

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

1) On July 18, 1991, approved an intergovernmental agreement between the State of Oregon and Lane Council of Governments for transportation planning of Stages 1 and 2 on the West 11th Avenue-N.C.L. (Eugene) Section of the Beltline Highway in Lane County. This agreement is effective July 18, 1991, through December 31, 1993, at a cost not to exceed $9,800.

Dated this 4th day of September, 1991

James Gix
Region 3 Engineer

August 29, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On July 12, 1991, approved a supplement to an intergovernmental agreement with Benton County for construction of the Plusride Project. This supplement extends the completion date through September 3, 1991.

Dated this 30 day of August, 1991

W. J. Quinn
Engineer of Materials and Research

August 29, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On July 24, 1991, approved a personal service contract with Earth Mechanics, Inc., to provide documentation of computer programs entitled "Pass" and "Star." This contract is effective August 12, 1991, through January 31, 1992, at a cost not to exceed $4,830.

Dated this 3rd day of September, 1991

Thomas D. Lulay

Thomas D. Lulay, Bridge Engineer

August 29, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Roadway Engineer, the following actions were taken:

1) On June 28, 1991, signed Supplement No. 1 to a personal service contract with Alpha Engineers, Inc., covering construction of the Airport Way Interchange-Columbia Boulevard Section of the East Portland Freeway in Multnomah County. This supplement extends the completion date to December 31, 1991. (Transportation Commission approved September 19, 1989.)

2) On July 24, 1991, approved a personal service contract with OBEC Consulting Engineers to review Department of Transportation's revised preliminary plans and specifications and provide on-site inspection for Cogswell Hill Slide (Thurston) Section of the McKenzie Highway in Lane County. This contract is effective July 17 through July 26, 1991, at a cost not to exceed $1,000. (Duane Christenson signed for Roadway Engineer.)

Dated this 30 day of August, 1991

Jack Sullivan

Jack Sullivan
Roadway Engineer

August 29, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Environmental Section Manager, the following action was taken:

1) On June 24, 1991, signed Supplement No. 2 to a personal service contract with Beak Consultants, Inc., to provide biologic research and documentation. This supplement extends the contract completion date from June 30, 1991, to December 31, 1991. (Mike Hollern approved the original contract on January 3, 1989.)

Dated this 30th day of August, 1991

Eb Engelmann, Manager
Environmental Section

August 29, 1991

731-0314 (10-90)

ITEM N

MINUTES OF 9/17/91

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1. On June 27, 1991, David Moomaw approved a personal service contract with Dick Peckham to proofread up to ten research studies for DMV's Research Analyst. The contract covers the period of July 1, 1991 to June 30, 1993 at a cost of $ 1,000.

2. On July 29, 1991, David Moomaw approved a personal service contract with Horizon Data Systems to provide data processing support for the installation of the Response Operating System. The contract covers the period of August 5, 1991 to January 31, 1992 at a cost of $ 10,000.

3. On July 30, 1991, David Moomaw approved a personal service contract with Bittinger & Redburn to provide facilitation and consultation services to DMV staff to improve communications in the Salem area. The contract covers the period of August 1, 1991 to September 30, 1991 at a cost of $ 2,500.

4. On August 5, 1991, approved a personal service contract with Willard F. Mallory to provide Defensive Driver Course training, materials and facilities for eight classes in the St. Helens area. The contract covers the period of August 15, 1991 to June 30, 1993 at a cost of $ 1,200.

5. On August 5, 1991, approved a personal service contract with Kent Puckett to provide Defensive Driver Course training, materials and facilities for 16 eight-hour classes in the Medford area. The contract covers the period of August 15, 1991 to June 30, 1993 at a cost of $ 2,400.

6. On August 5, 1991, approved a personal service contract with Garry Browning to provide Defensive Driver Course training, materials and facilities for up to 24 eight-hour classes in the Eugene area. The contract covers the period of August 15, 1991 to June 30, 1993 at a cost of $ 3,600.

7. On August 15, 1991, approved a personal service contract with Michael Finigan to advise the DMV Research Analyst on analytical techniques and assist in report preparation. The contract covers the period of September 1, 1991 to June 30, 1993 at a cost of $ 9,000.

EXHIBIT N
MINUTES OF 9/17/91

8. On August 13, 1991, approved a personal service contract with George Austin to conduct a training session at the Fall DMV Manager's Conference. The contract covers the period of October 22, 1991 at a cost of $ 450.

9. On August 13, 1991, approved a personal service contract with Steve Hanamura Consulting to conduct a three-hour training session at the Fall DMV Manager's Conference. The contract covers the period of October 21, 1991 at a cost of $ 1,000.

Dated this 4th day of September, 1991

for Jane Hardy Cease, Administrator
Motor Vehicles Division

Report of Condemnation Cases Settled

State v. Lightning S. Corp. (Starker)
L - 9549
R - 57677

Section:	Lake Creek-Pacific Hwy.
Highway:	Corvallis-Lebanon
County:	Linn
Justification:	Defendants accepted the State's 30-Day offer of $13,001.
State's Attorney:	Wendy J. Paris

State v. White
L - 9509
R - 57488

Section:	Camas Valley
Highway:	Coos Bay-Roseburg
County:	Douglas
Justification:	State offered $9,001 in its 30-Day letter of offer. Defendants answered and counterclaimed in the amount of $110,000. State settled the case for $12,500 based on the appraisal's failure to recognize any limitation on the rental income factor of the property due to the loss of 1/2 of gasoline pump island and the reduced number of customers to his convenience store. The State's appraisal's also did realize that the gas station/store would continue to operate despite the State's take and the DEQ cleanup requirements.
State's Attorney:	Wendy J. Paris

Report of Condemnation Cases Tried

State v. White Consolidated
L - 9465
R - 57385

Section:	Foothill Blvd/Rogue River
Highway:	Redwood
County:	Josephine
Comments:	State's offer -- $44,975. State's 30-Day offer is $75,000, defendants answer was $211,000.
Trial Report:	There is no substantial difference between plaintiff's and defendant's value of the land taken. Defendants claimed severance damages for the loss of value of the severed area to the south claiming it was essentially valueless in the "after" and costs of constructing a new truck ramp because construction of the curve would create dangerous conditions.
Verdict:	$92,295.
State's Attorney:	Luther L. Jensen

State v. Bricker
L - 9607
R - 58319

Section:	Union/Grand Viaduct
Highway:	Pacific East
County:	Multnomah
Trial Report:	State pled $4,800 and offered $10,001 in its 30-day letter. Defendants answered in the amount of $30,000. Difficult problem in case where the taking of mature trees and an outdoor fireplace.
Verdict:	$16,300.
State's Attorney:	Thomas E. Twist

State v. Thompson
L - 9576
R - 58125

Section:	Cornell Road Interchange
Highway:	Sunset
County:	Washington
Trial Report:	State pled $36,000 and offered $49,000 in its 30-day letter of offer. Defendants answered in the amount of $145,000. The State attempted to establish (1) the market for child care centers and other

Report of Condemnation Cases Tried

State v. White Consolidated
L - 9465
R - 57385
Section: Foothill Blvd/Rogue River
Highway: Redwood
County: Josephine
Comments: State's offer -- $44,975. State's 30-Day offer is $75,000, defendants answer was $211,000.

Trial Report: There is no substantial difference between plaintiff's and defendant's value of the land taken. Defendants claimed severance damages for the loss of value of the severed area to the south claiming it was essentially valueless in the "after" and costs of constructing a new truck ramp because construction of the curve would create dangerous conditions.

Verdict: $92,295.
State's Attorney: Luther L. Jensen

State v. Bricker
L - 9607
R - 58319
Section: Union/Grand Viaduct
Highway: Pacific East
County: Multnomah
Trial Report: State pled $4,800 and offered $10,001 in its 30-day letter. Defendants answered in the amount of $30,000. Difficult problem in case where the taking of mature trees and an outdoor fireplace.

Verdict: $16,300.
State's Attorney: Thomas E. Twist

State v. Thompson
L - 9576
R - 58125
Section: Cornell Road Interchange
Highway: Sunset
County: Washington
Trial Report: State pled $36,000 and offered $49,000 in its 30-day letter of offer. Defendants answered in the amount of $145,000. The State attempted to establish (1) the market for child care centers and other

light industrial businesses in this area was thoroughly saturated years before; (2) better-situated and less expensive child cares sites were available in close proximity to the subject property; (3) local neighborhood associations had been active and vocal in the reconfiguration of the Cornell Road interchange, and would not likely have acquiesced to a zoning variance request by the Thompsons which would have impacted traffic volume in the area during peak hours; (4) Washington County Planning authorities would have been reluctant to grant a variance which would have had the effect of increasing ingress and egress traffic along Bronson Road; and (5) considering the substantial overhead costs associated with development, defendants would have been fortunate to receive the State's appraised value, based on the highest and best use of a residential site. The jury, swayed by one of its members, who was an ex-real estate agent apparently dominated the consideration of the State's arguments to the State's detriment.

Verdict: $125,000.
State's Attorney: Pat Urquhart

JTT003A2/cr

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
P	9/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

August 9 1991

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On August 9, 1991 $9,124,490.61 was distributed to the counties as their share of motor vehicle revenues for the month of July , 1991.

On August 9, 1991 $5,803,377.50 was distributed to the cities for the month of July, 1991.
(List of apportionments on file in Commission Files, Salem.)

Dated this 9th day of August ,1991.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

MINUTES

OF THE

OREGON TRANSPORTATION COMMISSION

MEETING OF

OCTOBER 15, 1991

The Oregon Transportation Commission held their regular monthly meeting at 8:30 a.m., October 15, 1991, in Room 122 of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.)

Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
David F. Bolender, Member
Donald E. Forbes, Director of Transportation
Judy E. Gregory, Assistant Director for Administration
Bill Anhorn, Deputy State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
Jane Cease, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Gil Bellamy, Administrator Nominee of Traffic Safety Division
Fran Neavoll, Commission Services

There were other staff persons present.

Don Forbes presented 35- and 45-year service pins to the following employees:

Highway Division Employees Receiving 45-Year Pins

Earl Bennett
Claire Swingle

Highway Division Employees Receiving 35-Year Pins

Arnold Bice
Paul Blackburne
Leroy Churchill
Eldon Everton
Harold Mace
Ernest Strawn
Arthur Blachly
Ralph Callison
Thomas Edwards
Lloyd Howell
Warren Perkins
Donald Wilson

Motor Vehicles Division Employee Receiving 35-Year Pin

Aileen Owen

Highway Division employees Roger Lang, Thomas Pinner and Tommy Swisher were unable to attend to receive their 35-year pins. On behalf of the Commission, Chairman Hollern extended congratulations to these employees.

Commissioner Breezley moved for approval of the following items on the consent calendar. Commissioner Bolender seconded and the motion carried unanimously by the Commission.

1) Minutes of the September 16 and 17, 1991, meetings.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2839 in Commission's files, Salem.)

3) Special City Allotment Projects for 1992 calendar year as follows and authorized State Highway Engineer to sign necessary agreements.

1992 SPECIAL CITY ALLOTMENT PROGRAM

CITY	PROJECTS	REG	SCA	ESTIMATED COST CITY	TOTAL
1. Arlington	Hemlock St. (Main St. to First St.)	4	$ 25,000	$ 0	$ 25,000
2. Aurora	Ottaway Rd. (99E to End)	2	25,000	28,900	53,900
3. Brownsville	Templeton St. (Hwy. 228 to Blakley)	2	25,000	38,300	63,300
4. Burns	Saginaw Ave. (S. City Limits to Hines Blvd.)	5	25,000	29,400	54,400
5. Clatskanie	Bel Air Drive (Hwy 30 to Post Office)	1	25,000	31,400	56,400
6. Coburg	No. Miller St. (Pearl St. - Miller St.)	3	25,000	0	25,000
7. Columbia City	Fourth St. ("I" St. to "L" St.)	1	25,000	11,000	36,000
8. Coquille	E. 2nd St. (N. Collier to N. Gould St.)	3	25,000	30,000	55,000
9. Creswell	West "A" St. (10th St. to 7th St.)	3	25,000	159,000	184,000
10. Dayton	Commerce St. (3rd St. to 4th St.)	2	25,000	0	25,000
11. Donald	Mathew and Rees Streets (Oak St. to End)	2	25,000	200	25,200
12. Dundee	SW 7th St. (Linden Lane to Hwy 99W)	2	25,000	75,000	100,000
13. Eagle Point	E. Main St. (Little Butte Cr. Br. to Stevens)	3	25,000	17,000	42,000
14. Falls City	Lombard St. (So. Main St. to Lewis St.)	2	25,000	0	25,000
15. Gold Beach	Sixth, Leith, and Fourth Streets	3	25,000	107,800	132,800
16. Imbler	2nd Street, 5th Street, and 7th Street	5	25,000	0	25,000
17. Island City	"C" St. (First St. to Railroad Ave.)	5	25,000	0	25,000
18. Jacksonville	Huener Ln. ("G" St. to Beverly Way)	3	25,000	15,000	40,000
19. Jefferson	Hazel & 7th Streets (6th St. to Union St.)	2	25,000	42,500	67,500
20. Jordan Valley	Oregon Ave. (Somerville St. to Marshall St.) Swisher Ave. (Hwy 95 to Dinwiddie St.)	5	25,000	0	25,000
21. Long Creek	First, Harolsty, Second, and "B" Streets	5	25,000	0	25,000
22. Lowell	Third St. (Hyland St. to Moss St.)	3	25,000	10,000	35,000
23. Metolius	Hood St. (Butte St. to 7th St.)	4	25,000	0	25,000
24. Mosier	Kingdom Ave./2nd Ave. (Hwy 30 to Willson)	4	25,000	0	25,000
25. Mt. Vernon	Ingle St. (Riverside St. Hwy 4)	5	25,000	0	25,000
26. Myrtle Point	First St. (Maple St. to Spruce St.)	3	25,000	0	25,000
27. Port Orford	7th St. (Washington St. to Deady St.)	3	25,000	300	25,300
28. Prairie City	Johnson Ave. (Front St. to 6th St.)	5	25,000	35,000	60,000
29. Riddle	Fourth Ave. (Park St. to Main St.)	3	25,000	138,000	163,000
30. Sandy	Langensand Rd. (Hwy 26 to Gary St.)	1	25,000	65,000	90,000
31. Sherwood	Hall St. (Ore. St. to Willamette St.)	1	25,000	51,000	76,000
32. Stayton	N. First Ave. (Washington St. to Water St.)	2	25,000	11,400	36,400
33. Tillamook	First St. (Main Ave. to Elm Ave.)	2	25,000	1,400	26,400
34. Toledo	Butler Bridge Road	2	25,000	14,000	39,000
35. Turner	Denver St. (2nd St. Mill Creek Br.)	2	25,000	12,100	37,100
36. Vernonia	Wood Ave. (Bridge St. to Cedar St.)	1	25,000	0	25,000
37. Waldport	Broadway St. (Hwy 34 to Port St.)	2	25,000	35,000	60,000
38. Wallowa	Truck Route (2nd St. to 4th St.)	5	25,000	15,000	40,000
39. Wasco*	Barnett and McPherson Streets	4	25,000	0	25,000
40. Winston	Sherry St. (Hwy 99 to Rose St.)	3	25,000	65,000	90,000
	TOTALS		$ 1,000,000	1,038,700	2,038,700

* No previous project

(continued on next page.)

4) Personal services contract to conduct a study to evaluate the traffic records system for the State of Oregon. The funds for this project are resident in a Federal grant to the Division in an amount limited to $60,000. (Authorized Traffic Safety Administrator to sign necessary contract.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Assistant Director for Administration	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Planning Engineer	Exhibit H
Office of Operations, Maintenance/Construction Manager	Exhibit I
Roadway Engineer	Exhibit J
Automation Section Manager	Exhibit K
Region 1 Engineer	Exhibit L
Motor Vehicles Administrator	Exhibit M
Public Transit Administrator	Exhibit N
Assistant Attorney General	Exhibit O
Highway Controller	Exhibit P

The Commission confirmed their next meeting dates of November 18 and 19, 1991, in Eugene and tentatively set a telephone meeting for December 17, 1991, at 10 a.m.

Judy Gregory reminded the Commission of the Silver Falls Work Session to be held on October 29 and 30, 1991. The Commission tentatively set October 27 and 28, 1992, for their future work session.

Mr. Forbes requested approval to begin the process to develop and implement an ongoing ethics training program within the Department. He said the purpose of the program will be to formulate specific values, goals and objectives; to develop implementation strategies regarding ethical considerations and obligations of the employees; and to create an ongoing training program to be offered to employees as they begin employment. He said the estimated cost for this project is $150,000 and he requested approval to solicit proposals from consultants. Vice Chairman Whitty moved for approval to solicit proposals and to enter into a contract. The motion carried unanimously and the Commission authorized the Director to sign the contract when prepared.

Mr. Anhorn recalled that the Commission had asked for a report on the overruns and underruns in project authorizations on construction projects. Mr. Forbes said the overruns have decreased from 5 to 6 percent to about 2 percent. Mr Anhorn commented that a tabulation by region would be presented with the confirmation report of action taken under delegated authority for the contracts accepted each month. Mr. Anhorn explained in some cases the contract has been expanded at the State's request, which would be reflected as an overrun. For a more accurate report on overruns, Vice Chairman Whitty asked that these projects not be included in this report.

Mr. Anhorn recalled that at the July 23, 1991, Commission meeting a request was made to name the new bridge in Grants Pass in honor of E.D. "Debbs" Potts. The Commission at that time did not make a decision and asked the staff to do a major review of the policy on naming of highway facilities. Mr. Anhorn said a modified policy had been mailed to the Commission as follows:

a) The requester demonstrates statewide support. (Existing Policy)

b) The honored individual should have an historical and significant impact on transportation, preferably a personal involvement with the highway or feature at issue. (New)

c) The comments of the Oregon Geographic Names Board will be solicited prior to naming any highway facility. (Any Federal recognition will be contingent upon their approval.)

d) The honored individual shall be deceased for at least one year or retired from public service. (New)

e) The facility should be long enough to merit a title such as a bridge or tunnel more than one-half mile long, or a highway section with defined end-points which was completed as a whole. (New)

Commissioners Breezley and Bolender suggested the following changes to the criteria:

a) The honored individual should have a significant impact on the State of Oregon rather than an historical and significant impact on transportation.

b) The criteria should not specify retired from public service.

(Continued on next page.)

There was discussion on the words "impact on the State of Oregon". The Commission asked the staff for better wordage.

Following further discussion, Commissioner Breezley moved for adoption of the following policy. Commissioner Bolender seconded the motion. The motion carried unanimously subject to better wordage on "impact on the State of Oregon".

a) The requester demonstrated statewide support.

b) The honored individual shall have an historical and significant impact on the State of Oregon.

c) The comments of the Oregon Geographic Names Board will be solicited prior to naming any highway facility. (Any Federal recognition will be contingent upon their approval.)

d) The honored individual shall be deceased for at least one year.

e) The facility should be long enough to merit a title, such as a bridge or tunnel more than one-half mile long, or a highway section with defined end-points which was completed as a whole.

Chairman Hollern indicated that this action had no reflection on Debbs Potts. (Since the policy was adopted, the Commission did not consider the request of naming the Third Bridge in Grants Pass.)

Mr. Anhorn requested approval to advance the Spray-John Day River (Unit 4, Holmes Creek) Project on the John Day Highway in Grant County to 1992 in the 1991-1996 Highway Improvement Program from the development to the construction portion. He stated that the Region has recommended that the project be advanced for the following reasons:

a) Grant County has offered to pay $200,000 of the construction costs if the project is contracted in 1992.

b) There are two deficient bridges in this section, which need early attention.

c) This project is designed and ready for contracting.

Vice Chairman Whitty moved for advancing the project at an estimated construction cost of $2,200,000. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreement.

Mr. Anhorn requested approval to enter into intergovernmental agreements with the Cities of Portland, Eugene and Salem and Clackamas, Multnomah and Washington Counties to apply jointly for the National Pollutant Discharge Elimination System Stormwater Discharge Permits. He said the cost to the Department would not exceed $10,000 for Part 1 of the permit applications for any of the jurisdictions. A request for the funds necessary for Part 2 will be made to the Commission when that phase of the work is completely identified and the costs become known. He explained that Part 1 focuses on inventory and ownership and Part 2 concentrates on developing a management plan and characterization of stormwater quality. Commissioner Bolender moved for approval of the request and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary agreements covering Part 1 of the permit process.

Mr. Bellamy requested approval to continue a five-year contract with the National Highway Traffic Safety Administration for the fatal accident reporting system in the amount of $398,741 and funding for 1.5 full-time employees. The contract is 100% Federally funded. He presented to the Commission the annual report of the fatal accident reporting system for 1989. (Copy in Commission's files, Salem.) He explained this program is a national computerized data collection system that contains information from police reports, emergency medical reports, driver records, vehicle records, and other related data on all known motor vehicle traffic crashes in which there was at least one fatality. Commissioner Ford moved for approval to continue the contract. The motion carried unanimously and the Commission authorized the Traffic Safety Division Administrator to sign the contract renewal.

Mr. Bellamy presented a chart that showed the fatality rates in the United States and Oregon covering the period 1980 through 1990 and predicted rates for 1991. He said fatalities are down 19% this year compared to last year. (Copy of chart in Commission files, Salem.)

Judy Gregory requested approval of an interagency agreement with Oregon State University regarding the Oregon Student Safety on the Move youth traffic safety program. The agreement covers program expenses incurred from July 1, 1991, through June 30, 1993. She mentioned that with the passage of House Bill 3030, the 1991 Legislature authorized a $0.25 increase in the driver license fee to fund OSSOM. The contract would not exceed $240,000. Vice Chairman Whitty moved for approval of the agreement and the motion carried unanimously. The Commission authorized the Director to sign the necessary interagency agreement.

Jane Cease requested approval to appear before the November Emergency Board to begin work on Phase 1 of implementing the Division's Information Systems Strategic Plan (replacing the field office and driver and vehicle licensing systems and continue implementation of the interim transition operation platform). She explained the request to the Emergency Board would be for an increase of an estimated $4,344,000 in the Division's 1991-93 other fund expenditure limitation, reschedule $572,411 which was unscheduled by the Ways and Means Subcommittee, and authority to establish 8.5 full-time employee limited duration and .8 full-time employee permanent positions. Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission. (Detailed letter in Commission's files, Salem, dated October 3, 1991.)

Jane Cease requested approval to present a request to the November Emergency Board for an estimated increase of $1,340,000 in the Division's 1991-1993 other fund expenditure limitation and position authority to establish 8.43 full-time permanent positions needed to implement 1991 Legislation and House Bill 2688, which passed in 1989 with an effective date of October 1, 1991. She indicated this request changes the funding amount and position total in her letter of October 3 to the Commission. This funding would be used to implement the following legislation:

a) Senate Bill 375: Extends mandatory insurance law.

b) House Bill 2312: Amendments to the laws relating to licensing of automobile and other vehicle dealers.

c) House Bill 3252: Special vehicle registration plates for members of the National Guard for passenger vehicles and motor homes.

d) Senate Bill 1212: Administrative hearings.

e) House Bill 2688: Duplicate driver license and identification card photographs.

Vice Chairman Whitty moved for approval of her request and the motion carried unanimously by the Commission.

Nathan Proby appeared concerning the selection of S. Brooks and Associates as a consultant for the minority recruitment services contract. He said that he felt the firm selected was not the best qualified personnel of the seven firms interviewed. He felt that the consultant did not have the experience on highway contracting and the necessary expertise in working with minority construction workers. He requested the following information under the Freedom of Information Act:

1) The names of each person on the selection committee, the relationship to the Department, and the basis for their appointment to the committee. Also the names of the persons responsible for their appointment.

2) The final point totals for each firm interviewed with the request for proposal, their rankings based on the selection criteria, and the written recommendations of the selection committee.

3) The names of all consultants responding to the request for proposal and a list of their key personnel.

(Continued on next page.)

4) The names and positions of persons making the final decision in the selection of the consultant and their relationship to the Department, Oregon Association of Minority Entrepreneurs, Portland Community College, Portland Private Industry Council and, if any, their relationship to S. Brooks and Associates.

Mr. Proby closed by requesting a formal public hearing on this matter be held prior to the awarding of the contract. (Letter dated October 14, 1991, presented by Mr. Proby on file in Commission's files, Salem.)

Judy Gregory described the process for the selection of the consultant. Chairman Hollern said it appears that the State has followed the appropriate process and he would support the action taken. He stated the information would be sent to him and that the appeals process would be followed. Vice Chairman Whitty asked to be kept informed on the outcome of this contract.

The meeting recessed at 9:40 a.m. and reconvened at 9:50 a.m. to begin the work session on the Transportation Program.

Cam Gilmour stated a copy of the Draft 1993-1998 Transportation Improvement Program had been mailed to the Commission before the meeting. (Copy in Commission's files, Salem.) He commented this was the first attempt to integrate all the Divisions into the Program. He said the Draft had been developed using the following major assumptions, which he discussed with the Commission:

1) Federal revenue is continued at the current level. State revenue is not increased beyond 2+2 approved this year. Federal revenue will not be changed until Congress passes a new act.

2) Inflation rate of 5%.

3) 1991-1993 Legislatively-approved expenditure levels will apply to 1993-1998 program.

4) Projects in Construction Section will match available revenue (no overprogramming). Project commitments in 1991-1996 program will have priority. Committed projects not funded will be moved to Development.

5) Cash will be maintained at minimum balances.

6) Funding levels assigned to Regions are based on current project commitments with remaining funds allocated according to the Highway Plan.

7) No bonds will be sold to complete the program.

8) The Developmental Section will be limited to three years worth of modernization projects plus discretionary candidates.

Mr. Gilmour then presented the following issues and staff recommendations that required the Commission's approval:

1) Funding level. Should the number of projects funded in the construction program balance with anticipated revenue?

   Recommendation: Publish a draft program based on current revenue levels. Adjust the program following the public meetings to reflect possible increases in Federal revenue.

2) Preservation funding. The Highway Plan calls for more preservation work than identified in the 1991-1996 or draft 1993-1998 program (current funding level).

   Recommendation: Direct new revenue first to preservation gap before funding modernization projects.

3) Preservation funding in Regions 4 and 5. Should pavement preservation in Regions 4 and 5 be accelerated? Acceleration would address the gap in funding needed to extend the service life and avoid total reconstruction on the extensive system of low volume roads in Central and Eastern Oregon.

   Recommendation: Rapidly phase in this program, up to $12 million annually between 1992 and 1997, as funding allows. Selectively delay existing modernization projects should new revenue not be available.

4) Balance of preliminary engineering, right-of-way and construction expenditures. Should less money be spent on preliminary engineering and right-of-way acquisition in favor of more expenditures on construction contracts?

   Recommendation: Delay purchasing right-of-way on developmental and discretionary projects (savings of $19 million this biennium) and contracting out preliminary engineering ($14 million savings) until the new Federal revenue level is known.

5) Development Section. How much should be spent on modernization projects in the Development Section?

   Recommendation: Limit the number of modernization projects to three program years plus a reserve for discretionary-type projects.

(Continued on next page.)

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1) Funding level. Should the number of projects funded in the construction program balance with anticipated revenue?

   Recommendation: Publish a draft program based on current revenue levels. Adjust the program following the public meetings to reflect possible increases in Federal revenue.

2) Preservation funding. The Highway Plan calls for more preservation work than identified in the 1991-1996 or draft 1993-1998 program (current funding level).

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5) Development Section. How much should be spent on modernization projects in the Development Section?

   Recommendation: Limit the number of modernization projects to three program years plus a reserve for discretionary-type projects.

(Continued on next page.)

6) Inclusion of all Divisions in the program. Should all Divisions be included? DMV does not have transportation projects. Traffic Safety is education-oriented.

Recommendation: Do not include DMV and other Divisions such as Traffic Safety. Provide improved public knowledge of these departmental functions through another document such as a departmental annual report.

Chairman Hollern said that commitments in the current Six-Year Program should be kept in updating the 93-98 Program even if this means not achieving the anticipated level of preservation. There was discussion concerning the phasing in of new modernization projects.

The Commission agreed to the following funding priorities:

1) Maintain the commitments made in the previous Six-Year Program.

2) Allocate remaining funds in accordance with the Highway Plan.

3) Phase-in a Preservation Plus Program in Regions 4 and 5.

4) Add new modernization projects.

Vice Chairman Whitty clarified that the intent is to seek equity among the Regions at roughly the same rate. Mr. Gilmour said he would come back to the Commission with more detailed information on that issue.

Mr. Anhorn discussed the discretionary-type projects, such as Market Street Interchange, Kruse Way, 223rd and Troutdale. In the past, it was the decision not to use State funds for modernization on these types of projects. Chairman Hollern deferred a decision until a Federal Act was adopted.

Chairman Hollern agreed not to include the Motor Vehicles and Traffic Safety Divisions in the Transportation Program, but to provide improved public knowledge of these functions through another document, such as an annual report. He commented that rail, ports, and intermodal hubs should be included in the Program.

Chairman Hollern summarized the Commission's direction for staff to develop a Program as follows:

1) Assume the current level of State funding;

2) Assume continued increases in State revenue ($.02 per year fuel tax) and program developmental activities to match this revenue stream;

(Continued on next page.)

3) Assume a higher level of Federal Funds (60 percent probability or best guess) and asterisk the projects that are programmed assuming the higher Federal funding level.

Commissioner Breezley asked for a one-page summary of the anticipated revenue and expenditure assumptions used in developing the Program.

Mr. Meyerhoff said included in the Program are capital projects on State-owned airports. He commented that it will also contain unfunded projects at all airports, including Portland International, which could be accomplished if additional funding was obtained.

Mr. Moore said the Public Transit Division portion of the Program contains a capital improvement (bus replacement) program. He mentioned that the motor vehicle emission permit fee funds are not included in the program as it is before the Supreme Court and a decision may be known before the final edition of the Program. He commented that the projects are prioritized; therefore, if funds become available they can be added to the Program. He also called to the Commission's attention that at the present time the Program does not include any Demand Management Projects. He said the major policy decisions are whether to include the Motor Vehicle Emission Permit Fee Funds and unfunded projects. He closed by saying that a decision does not have to be made at this meeting but should be considered while this Program is being developed. Chairman Hollern said the funding for the emission fee should be left out of the Program until the Supreme Court has made a decision. He felt that the unscheduled needs should be listed.

Mr. Gilmour handed the Commission a schedule of proposed public meeting dates. The intent is to have at least one Commissioner present at a meeting. The Commission said they would look at their calendar and come back next month prepared to schedule meetings they could attend. The Commission asked that meetings scheduled for the third week in February be rescheduled to avoid a conflict with the Commission meeting that week.

Mr. Ford said there are three rail projects listed in the program for track rehabilitation. Also listed in the Program are projects not committed for future funding or for continued project development. He closed by saying there is a rail passenger improvement project for adding one additional train from Portland to Eugene by extending the Mt. Rainier train that runs from Seattle to Portland.

There being no further business to consider, Chairman Hollern adjourned the meeting for lunch at 11:25 a.m.

At 12 noon all members of the Transportation Commission attended a luncheon honoring the 35- and 45-year service employees at McNary Restaurant, 6255 River Road North in Keizer. (Notice of the luncheon meeting had been made by press release to newspapers of local and general circulation throughout the State.)

Following lunch, Chairman Hollern commented that the people in the Department of Transportation are outstanding individuals. He praised them for their dedicated and professional contributions to the Department and the State of Oregon.

The luncheon adjourned at 1 p.m.

At 1:30 p.m., the Transportation Commission returned to 122 Transportation Building in Salem for a meeting with other members of the Oregon Transportation Plan Steering Committee.

Chairman Hollern opened the work session by saying this is the first meeting of the Transportation Plan Steering Committee to guide the Transportation Commission on the development of a Transportation Plan. He asked that the Steering Committee meet monthly for approximately nine months. (Notice of work session had been made by press release to newspapers of local and general circulation throughout the State.)

Members of the Steering Committee present were:

Michael Hollern, Member, Transportation Commission
John Whitty, Vice Chairman, Transportation Commission
Roger Breezley, Member, Transportation Commission
Cynthia Ford, Member, Transportation Commission
David Bolender, Member, Transportation Commission
Martha Pagel, Governor's Office
Senator Joan Dukes, Astoria
Senator Paul Phillips, Tigard
Senator Bill McCoy, Portland
Representative Cedric Hayden, Fall Creek
Representative Carl Hosticka, Eugene
Mayor Charles Vars of Corvallis
Tom Walsh, Tri-Met
Judge Kevin Campbell, Grant County

Representative Ray Baum, La Grande, was unable to be present.

Mark Ford, Manager of Strategic Planning, outlined the background for transportation planning. He told of the relationship to the Plan of Goal 12, the Transportation Commission Work Session last year, the State Agency Coordination Agreement, the Roads Finance Study, and the Rail Passenger Study.

Dave Bishop, Transportation Plan Manager, gave an overview of the Transportation Plan process. He recalled that members of five policy advisory committees assisted the Commission in formulating the goals and policies of the Transportation Plan.

Mr. Bishop recalled that the first review of the Committee Draft One was made by the Commission in September and the staff was directed to more clearly present the key concepts of the policies by consolidating the content of Committee Draft One and simplifying its format. He said the document has been completely reformatted into a Commission Draft One and the number of goals have been reduced from 13 to 4. The four goals were identified as: characteristics of system, livability, economic development, and implementation. He commented that other goals were consolidated into policies.

Mr. Bishop asked for the Committee to direct the staff on certain key issues in order to make other changes in the Commission Draft One document. (Copy of Commission Draft One in Commission's files, Salem.)

Mr. Bishop said the document as a whole does not require the Commission's adoption by administrative rule. However, there may be specific policies that need to be adopted as an administrative rule.

Martha Pagel expressed concern about the relationship of environmental issues.

Senator Phillips was concerned about the definitions of balanced and efficiency, the balance of the environmental policies, and social engineering. He felt the vision statement was "fluff".

At 2:10 p.m., Commissioner Breezley left the work session.

The Committee approved changing Action 2B.1, Page 19, to the following:

> Cooperate with metropolitan planning organizations to develop an integrated transportation plan for urban areas that meets the needs for urban mobility, and intercity, interstate and international travel within and near each urban area.

The Committee agreed to not change Action 2C.1, page 19, as written.

The Committee agreed to change Policy 2B, Urban Accessibility, to read:

> It is the policy of the State of Oregon to provide balanced, multimodal accessibility to existing and new development to achieve the State goal of creating compact, highly livable urban areas.

At the request of Mayor Vars, Vice Chairman Whitty suggested that Action 2C.2 be changed to:

> Promote improvements and preservation of parallel arterials and other modes so that local trips will have alternatives to the use of intercity routes.

The Committee recommended deleting Action 2C.3 shown on page 20.

At the request of Commissioner Bolender, under Action 2D.1, the bullet notations were removed and the previous sentence was changed to add the words "using techniques, such as". One of the action items read to "renovate major streets and highways" and that word was changed to "encourage" major streets and highways.

Mr. Bishop suggested adding the words under rural accessibility, Page 21, Action 2E.1, "to give access to local services"; however, Vice Chairman Whitty felt that problem had been solved in the urban mobility section.

The Committee discussed changing the word "rural" accessibility to "statewide" accessibility.

Vice Chairman Whitty commented that he felt the needs of the aged population should be addressed in the urban mobility section.

The Committee agreed on Action 2E.2, page 21, to change the word "practical" to "feasible".

Mr. Walsh remarked that he felt there were some definitional issues, such as metropolitan areas, urban areas, rural areas, and statewide accessibility. He suggested that the staff work on some discreet packaging of the issues.

Senator Dukes suggested that the issues be considered by the Policy Committees as well as staff.

Mr. Bishop commented the Plan will be considered again by the Policy Committees. He said it is planned that the document will be sent out to the public for 14 community meetings and the Committee would review the document again next February.

Vice Chairman Whitty suggested that the Policy Committees be contacted to find out if they need additional information.

The Steering Committee decided that they would like another meeting before the document goes out to the public meetings. Chairman Hollern asked Mr. Bishop for a revised draft by Monday and a meeting was scheduled for October 21, 1991, at 1:30 p.m., in 122 Transportation Building, Salem. (Chairman Hollern was the only Commission member attending the October 21 meeting; therefore, minutes were not prepared as an official Commission meeting.) The Committee suggested that comments concerning the Plan be faxed to Mr. Bishop by Thursday, October 17, 1991.

Chairman Hollern called for a recess at 3:35 p.m. and reconvened the work session at 3:40 p.m.

Paul Norris reviewed the process for selecting the consultant for the System Element of the Transportation Plan.

Arlee Reno, consultant from Cambridge Systematics, Inc., reviewed the planning schedule and concepts of the System Element.

Mr. Reno explained that the Plan should do the following:

1) Meet policy objectives;
2) Describe recommended corridors, facilities, and services of Statewide significance;
3) Set planning criteria and performance objectives for modal and regional plans;
4) Identify resource requirements;
5) Evaluate alternatives;
6) Work under uncertainty;
7) Include implementation schedule.

Mr. Reno said the initial tasks will be an inventory of facilities and services and identification of corridors and facilities of Statewide significance.

Mr. Reno outlined the scenarios as follows:

1) Oregon's vision;
2) Average trends in the U.S.;
3) Global warming;
4) Other environmental constraints;
5) Growth rate variations.

Mr. Reno suggested that a sketch plan be discussed at the November 19 meeting to include the following major variables: investment levels, land use policies, urban travel alternatives, freight alternatives, and technologies.

Senator Phillips mentioned two variables for consideration: economic trends and transition into regional variables.

Mr. Reno said a draft of the evaluation criteria will be presented to the Commission at the November meeting, that will consider economic, fiscal, environmental, and energy impacts.

Judge Campbell commented on the document entitled "The New Oregon Trail Leading into the 21st Century". He felt there was an inconsistency on the rate of Oregon growth over the next 40 years reaching more than 4 million. The document also says that most of the growth will be concentrated in suburban areas around Portland and the northern Willamette Valley. Also mentioned in the document is the importance of agriculture production, livable communities, and avoiding urban sprawl. He felt a strategy should be developed that mentions growth statewide. Chairman Hollern asked that his concerns be faxed to Mr. Bishop. (Copy of document in Commission's files, Salem.)

Chairman Hollern said at the October 21 meeting the draft document will be considered for release to the public for review. He reminded the Steering Committee that the next meeting will be November 19 in Eugene at 1:30 p.m.

Chairman Hollern adjourned the work session at 4:06 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

(absent)
David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Roger L. Breezley, Commissioner

Fran Neavoll
Commission Services

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On August 2, 1991, approved making payment to the contractor of $1.4 million covering an increase in project authorization for the Klamath County Line-Drews Creek Road Project on Klamath Falls-Lakeview Highway in Lake County, (Contract No. 10513). This was a claim settlement, which was agreed to in mediation to make payment by August 10, 1991, or the State would pay interest to the contractor. (See minutes of August 20, 1991, for formal action by Commission.)

Dated this 11 day of September, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

August 23, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) All-Terrain Vehicle Project Agreement with Oregon Off-Highway Vehicle Association to develop, print, and distribute an ATV registration information brochure. The State portion of this agreement will be $15,011 as approved by the All-Terrain Vehicle Account Allocation Committee. Approved by William Anhorn on August 30, 1991. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 11 day of September, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

September 5, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On August 29, 1991, signed three supplements to personal service contracts with Kelly Services to provide temporary employee services for the Department of Transportation as follows:

   Supplement No. 3 with Aeronautics, Public Transit, Central Services, and Traffic Safety Divisions and the Parks Department. Supplement adds the Traffic Safety Division and increases the cost by $153,753 to a new sum not to exceed $318,753.

   Supplement No. 2 with Highway Division increases the cost by $362,866.78 to a new total not to exceed $762,866.78.

   Supplement No. 2 with the Motor Vehicles Division increases the cost by $75,000 to a new sum not to exceed $150,000.

   (Original contracts approved by Transportation Commission on June 19, 1990.)

2) On September 12, 1991, signed Supplement No. 1 to a construction finance agreement with Washington County as part of the Immediate Opportunity Fund Project covering construction of Evergreen Road. This supplement increases the cost by $720,700 for a new total not to exceed $1,750,000. (Transportation Commission approved May 21, 1991. Judy Gregory signed for Director.)

Dated this 25 day of September, 1991.

Donald E. Forbes
Director of Transportation

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following actions were taken:

1) On August 29, 1991, approved a personal service contract with S. Brooks and Associates, Inc., to provide three well-qualified affirmative action candidates for the Personnel Officer 2 position opening in Portland. This contract is effective August 26 through September 16, 1991, at a cost not to exceed $1,000.

2) On September 6, 1991, approved a personal service contract with Focal Point Programs to conduct one "Conflict at Work - Job Wars" workshop on January 21 and 22, 1992, at a cost not to exceed $2,226 plus $10.00 for each student workbook.

3) On September 20, 1991, approved a personal service contract with Ruth I. Johnson to conduct five workshops: three workshops on Public Contact Skills and two on Negotiating for Results. These workshops are to be held on October 29, 1991, through June 10, 1992, at a cost not to exceed $6,500.

Dated this 24 day of September, 1991

Judy Gregory

Judy Gregory
Assistant Director for Administration

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On August 7, 1991, signed a personal service contract with Gossard-Pyron Associates to provide team building services within the State Highway Division. This contract is effective August 23, 1991, through December 31, 1992, at a cost not to exceed $50,000. (Transportation Commission approved May 21, 1991. William Anhorn signed for State Highway Engineer.)

2) On August 27, 1991, signed an agreement with Deschutes County covering revised environmental assessment for the WCL-ECL (Sisters) Section of the McKenzie Highway. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

3) On August 29, 1991, signed Amendment No. 1 to a personal services contract with CH2M Hill Northwest, Inc. for preliminary engineering on West 11th to N.C.L. Eugene Section of Beltline Highway in Lane County. Amendment extends the completion date to October 1, 1991. (Transportation Commission approved original contract September 18, 1990.)

4) On August 29, 1991, signed Supplement No. 1 to a personal service contract with Shapiro & Associates, Inc. for biological research and documentation with regard to wetland mitigation. The supplement extends the completion of the contract until September 1, 1992. (Transportation Commission approved original contract March 20, 1990.)

5) On August 29, 1991, signed Supplement No. 2 to a flexible services contract with Mayer/Reed for landscape architecture. This Supplement extends the completion date to September 1, 1992. (Transportation Commission approved original contract February 20, 1990.)

6) On August 30, 1991, signed a joint resolution with the Medford-Central Point Metropolitan Planning Organization Board certifying their transportation planning process.

7) On September 12, 1991, signed a cooperative improvement agreement with City of Arlington covering construction of the Arlington-Cedar Springs (North Unit) Section of the John Day Highway. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

8) On September 12, 1991, signed Supplement No. 5 to a local agency agreement with City of Salem and Marion County covering construction of a traffic signal at the intersection of Cordon Road and Lancaster Drive. This supplement is part of the Commercial Street-North Santiam Highway Section of the Kuebler Boulevard-Cordon Road Project. (Transportation Commission approved January 18, 1984, as part of the Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

9) On September 12, 1991, signed an agreement with City of Milwaukie covering construction of the Tacoma Street Interchange-17th Avenue Section of the Pacific Highway East Project. (Transportation Commission approved August 16, 1988, as part of the Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

Dated this 26TH day of SEPTEMBER, 1991

William Anhorn
for State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Stanfield Safety Rest Area on the Old Oregon Trail in Umatilla County. Bids received August 22, 1991. Contract No. 11,098 awarded on September 13, 1991, to Pat Aldrich Const., Bend, at $398,951.00.

2) Bridge widening on the Oswego Canal Bridge on Bryant Road in Clackamas County. Bids received August 22, 1991. Contract No. 11,099 awarded on September 3, 1991, to K-2 Construction Co., Portland, at $99,973.00

3) Work on the Lost River Bridge Section of the Klamath Falls-Malin Highway in Klamath County. Bids received August 22, 1991. Contract No. 10,988 awarded on September 9, 1991, to Holm II, Inc., Stayton, at $442,299.00.

4) Work on the Menasha Bridge Section of the Jordan Cove County Road in Coos County. Bids received August 22, 1991. Contract No. 11,101 awarded on September 9, 1991, to Ross Bros. Construction, Inc., Salem, at $1,718,818.90.

5) Work on the Marys River-Kiger Island Drive Section of Pacific Highway West in Corvallis, Benton County. Bids received August 22, 1991. Contract No. 11,102 awarded on September 10, 1991, to Morse Bros., Inc., Lebanon, at $3,449,548.60.

Dated this 26TH day of SEPTEMBER, 1991

William Lucas

for State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FASC Project					
Mill Creek (Ehlen Road) BR#2036 FAS-A600 Marion County	$1,317,000	$1,145,790	$85,605	$85,605	9/12/91

Approved Cam Gilmour
Cam Gilmour, Manager
Program Section

Date 9/17/91

MKS087:ff

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On July 16, 1991, adopted Speed Zone Order No. 994 covering the following sections on the Tualatin Valley Highway in Washington County, except from M.P. 4.54 to M.P. 4.79, the designated speed shall be 20 MPH when children are present:

M.P. 4.70 to M.P. 4.89	45MPH
M.P. 5.84 to M.P. 6.32	45MPH
M.P. 6.32 to M.P. 6.76	35MPH
M.P. 6.76 to M.P. 8.31	45MPH

Rescinded Speed Zone Order No. 431 dated December 18, 1963.

2) On July 31, 1991, established a 45 MPH speed zone in the vicinity of Drain from M.P. 50.00 to M.P. 50.20 on the Umpqua Highway in Douglas County. Rescinds Speed Zone Order No. 803 dated February 28, 1979. See Speed Zone Order No. 995.

3) On July 31, 1991, approved a parking prohibition on Cascade Highway South No. 160 at Abiqua Road from M.P. 26.46 to M.P. 26.50 near Silverton in Marion County.

4) On August 12, 1991, established a 45 MPH temporary speed zone from M.P. 289.53 SB to M.P. 291.59 SB on the Pacific Highway (I-5) in Washington County. (This order will expire when construction and temporary speed signs are removed. See Speed Zone Order No. 996).

5) On August 19, 1991, approved a parking prohibition on the Tualatin Valley Highway from M.P. 1.43 to M.P. 1.48 in Washington County.

Dated this 16th day of September, 1991

Dwayne Hofstetter, Traffic Engineer

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

NW HOOKER ROAD-NE ALAMEDA AVENUE SECTION OF THE OAKLAND-SHADY HWY

58745	-	Huffman & Wright Logging Co.	Offer:	$48,230.00

OLD ORE. TRAIL - ISLAND CITY SECTION OF THE WALLOWA LAKE HIGHWAY

6059001	-	Robbie D. Waller	Offer:	$ 1,920.00
6059012	-	Northwest Investment Corp.	Offer:	$ 5,600.00
6059013	-	Michael A. Becker	Offer:	$ 1,650.00
6059015	-	Sylvan B & Martha Joy Rasmussen	Offer:	$10,500.00
6059018	-	Axel L. & Ruth S. Dahlstrom	Offer:	$ 4,500.00
6059029	-	W.T. & Bonnie F. Winn	Offer:	$ 6,125.00
6059030	-	E. Oregon State College Found.	Offer:	$ 5,775.00

SE DIVISION ST. - SE YAMHILL ST. SECTION OF THE SE 190TH AVE. HWY.

58468	-	Harold J & Verda J. Beal	Offer:	$ 6,300.00

SILVERTON RD. - STATE ST. (PHASE 2) SECTION OF THE PACIFIC HIGHWAY

6027010	-	Tuttle Papock Limited Partnership	Offer:	$389,000.00
6027014	-	Fifth Avenue Corp.	Offer:	$ 2,350.00

TERWILLIGER BLVD. INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

6026016	-	Ruby M. Kime	Offer:	$ 550.00

WCL JOHN DAY - CANYON CREEK SECTION OF THE JOHN DAY HIGHWAY

6094001	-	D.R. Johnson Lumber Co.	Offer:	$ 1,150.00
6094018	-	Lila C. Leathers	Offer:	$ 1,100.00
6094019	-	Les Schwab Tire Ctrs. of OR	Offer:	$ 9,100.00
6094022	-	Grant Co. Federal Credit Union	Offer:	$ 750.00

WOODBURN NCL - LINCOLN SECTION OF THE PACIFIC EAST HIGHWAY

57998	-	Ira Gordon, et al	Offer:	$14,600.00

25TH ST. - AIRPORT RD. SECTION OF THE SALEM HIGHWAY

6082006	-	Framingham Mall Associates	Offer:	$82,800.00

Dated this 30th day of September, 1991.

Rod Henry, Acting Manager
Right of Way Section

731-0314A (10-90)

G

MINUTES OF 10/15/91

DATE: **SEPTEMBER, 1991**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **COLUMBIA COUNTY: BANKS-VERNONIA - NEHALEM HIGHWAY:**
File RSO498 - Containing .47 acre; $438; Approved 8/14/91.

2) **LANE COUNTY: OAKHILL-EUGENE-SPRINGFIELD - FLORENCE-EUGENE HIGHWAY:**
File 42618 - Containing 23,200 Sq. Ft.; $20,000; Approved 8/13/91.

3) **MARION COUNTY: 12TH ST.-24TH ST. S.E. - MISSION ST.:**
File 56082 - Containing 2,520 Sq. Ft.; $900; Approved 8/27/91.

4) **MARION COUNTY: S. COMMERCIAL ST.-N.SANTIAM HWY. - TURNER RD. S.E.-N.SANTIAM HWY. SECTION - CORDON RD. (COUNTY RD.):**
File 56969 plus parcels B, C, D, & E - Containing a total of 71.75 acres, as follows: Parcel 12(B) - 17.15 Acres, $150,000; Parcel 13 - 2.70 Acres, $1,350; Parcel 15(C) - 34.65 Acres, $173,000; Parcel 16(D) - 14.10 Acres, $192,000; Parcel 17(E) - 3.15 Acres, $31,500; Total $547,850; Approved 8/08/91.

5) **MULTNOMAH COUNTY: SE CLAY-SE DIVISION - EAST PORTLAND FREEWAY:**
File 49347 (includes File 49351) - Containing 6,661 Sq. Ft.; $4,000; Approved 8/14/91

6) **MULTNOMAH COUNTY: SE CLAY-SE DIVISION - EAST PORTLAND FREEWAY:**
File 46620 (includes Files 48350; 49347; 49349; & 49351) - Containing 15,573 Sq. Ft.; $26,000; Approved 8/16/91.**

**This corrects prior Approval to sell Excess reported in #4 of this report, and in #14 of the August, 1991 Report of Actions Taken Under Delegated Authority.

7) **MULTNOMAH COUNTY: SUNSET INTRCHNG.-MARQUIM BR. - STADIUM FREEWAY:**
File 34125 (includes Files 34154; 34155; 34156; 34157) - Containing 15,620 Sq. Ft.; $437,500; Approved 8/08/91.

8) **MULTNOMAH COUNTY: SUNSET INTERCHANGE-MARQUIM BRIDGE - STADIUM FREEWAY:** File 34125 (includes Files 34154, 34155, 34156, & 34157) - Containing 15,620 Sq. Ft.; $437,500; Approved 8/08/91.

AGREEMENTS: (35-48)

9) Highway Easement Deed from USA, DOT, FHWA; for Right-of-way; **CRATER LAKE BOUNDARY-FORT KLAMATH SECTION; CRATER LAKE HWY.;** Klamath County, OR; RS-103(2); OSHD File 6068-027; Approved 8/06/91.

Report of Actions Taken Under Delegated Authority
September, 1991 – Page Two

AGREEMENTS: (Continued)

10) ODOT Agreement No. RR 1324; Service Contract No. 91–3 with Southern Pacific Transportation Company; SPTC agrees to widen and upgrade crossing at Fanno Stn.; **S.W. SCHOLLS FERRY RD.**; M.P. 752.61 (OPUC crossing number FD–752.61); City of Portland; Washington County, Oregon, and all related work to accommodate a 79' width roadway with an 8' wide pedestrian/bicycle path; Est. Total Cost $158,170; Approved 8/20/91.

PERSONAL SERVICE CONTRACTS: (35–46)

11) Demolition Contract No. R07695 with Conifer Douglas Company to remove underground tanks and pump island from property and backfill excavated areas at 1523 S.E. Cobb St., Roseburg OR (Old Region office – Pacific Hwy., Douglas County; Start Date: 8/08/91; End Date: 9/08/91; Cost $3,565; Approved 8/08/91.

12) Demolition Contract No. R07695 with Geologic Environmental Mineral Resource Consulting, Inc., for decommissioning of two underground tanks at 1523 S.E. Cobb St., Roseburg OR; Start Date: 8/08/91; End Date: 9/08/92; Cost $910; Approved 8/08/91.

13) Demolition Contract No. R58271 with Del–J, Inc. dba Double R Products for the demolition of Exxon Service Station Bldg. at the Central Point Interchange; Pacific Hwy.; Jackson County; Start Date: 8/12/91; End Date: 09/11/91; No monetary amount; Approved 8/12/91.

R/W SERVICE AGREEMENTS: (35–50)

14) R/W Service Agreement No. 350 (L) with Multnomah County (#350 is the "umbrella" agreement which covers various County road projects not to be constructed with Federal Aid through June 30, 1993); C. & A. #9661; **207TH AVE. CORRIDOR, MULTNOMAH COUNTY**; State agrees to perform services in the acquisition of right–of–way phase for agency; Approved 8/11/88.

INDENTURES AND GRANTS OF ACCESS: (35–54)

15) File 24685 – Indenture of Access with Brookings Church of the Nazarene on the Easterly side of the **NORTH BROOKINGS SECTION** of the relocated **OREGON COAST HIGHWAY**; **CURRY COUNTY**; Approved 8/02/91.

16) File 25166 – Indenture of Access with American Flying Enterprises on the Southerly side of the **RIVER BANKS FARM SECTION** of the relocated **ROGUE RIVER LOOP HIGHWAY**; **JOSEPHINE COUNTY**; Approved 8/09/91.

17) File 43720 – Indenture of Access with William S. Beers and Linda Beers on the Southerly side of the **BIGGS–RUFUS FRONTAGE RD. SECTION** of the relocated **COLUMBIA RIVER HWY.**; **SHERMAN COUNTY**; Approved 8/21/91.

18) File 50058 – Indenture of Access with Quality Centers Associates on the Southeasterly side of the **BEND SCL–MURPHY RD. SECTION** of **THE DALLES–CALIFORNIA HIGHWAY**; **DESCHUTES COUNTY**; Approved 6/14/91.

19) File 6032 021 – Indenture of Access with Oregon State Parks and Recreations Department on the Easterly side of the **BEND–REDMOND SECTION** of **THE DALLES–CALIFORNIA HIGHWAY**; **DESCHUTES COUNTY**; Approved 7/19/91.

Report of Actions Taken Under Delegated Authority
September, 1991 – Page Three

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

BEAR CREEK–KEITH ROAD – WOODBURN–ESTACADA HIGHWAY:			
6071 014	Dennis G. Reeder	$ 1,200	App. 08/06/91
ROCK CREEK JCT.–MT. HOOD HWY. – CLACKAMAS–BORING HIGHWAY:			
6095 001	Donald P. Strandemo & Allen C. Edwards, Jr., Trustees	$158,000	App. 07/26/91
TACOMA ST. INTERCHANGE–17TH AVENUE – PACIFIC EAST HIGHWAY:			
6041 009	Oregon Transfer Company	$ 9,877	App. 07/29/91
UNION/GRAND AVE./SE RIVER RD. – PACIFIC EAST HIGHWAY:			
58305	Pendleton Woolen Mills ($96,760 W.D. from Court)	$ 11,042.75	App. 07/31/91
58573	Pendleton Woolen Mills	$ 2,900	App. 07/31/91

COLUMBIA COUNTY:

COLUMBIA CITY NCL–WARREN – LOWER COLUMBIA RIVER HIGHWAY:			
59113	Raymond N. & Betty G. Hansen	$115,000	App. 08/12/91

COOS COUNTY:

GREENWOOD AVE.–ELM AVE. (COOS BAY) – OREGON COAST HIGHWAY:			
6087 001	G. & E. Joelson	$ 40,500	App. 08/21/91

DESCHUTES COUNTY:

O'NEIL JCT.–REDMOND COUPLET – THE DALLES–CALIFORNIA HIGHWAY:			
57564	Ivan & Lorraine Ivancovich	$ 1,350	App. 08/05/91
REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:			
6032 035	Dalene Knight	$ 2,450	App. 07/29/91

DOUGLAS COUNTY:

HANCOCK HILL PASSING LANE – UMPQUA HIGHWAY:			
6036 007	Ernest & Anna Mae Alvarado	$ 1,400	App. 08/05/91
N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:			
58745	Rodney & Geraldine Kooken	$ 1,320	App. 07/29/91
58752	Roseburg Neon Signs, Inc.	$ 1,750	App. 08/23/91
58755	Keith A. & Marlene D. Christopherson	$ 625	App. 08/09/91
58763	Anthony Aprile, Trustee	$ 500	App. 08/01/91
58774	Bethany Pierson, Pers. Rep.; OR. Dept. of Veterans' Affairs	$ 3,350	App. 08/21/91
58792	Vernon J. & Connie C. Jones	$ 21,185	App. 08/06/91
58792	Addcox Electric (Sign)	$ 315	App. 08/06/91
58801	Dan D. Meserole, et al	$ 450	App. 08/23/91
58809	Agnes A. Fullerton	$ 1,050	App. 08/15/91

Report of Actions Taken Under Delegated Authority
September, 1991 – Page Four

OPTIONS: DOUGLAS COUNTY:

N.W. HOOKER RD.–N.E. ALAMEDA AVE. (Continued)

58810	Betty Car	$ 2,695	App. 08/15/91
58826	Pepsi Cola Bottling Co.	$ 2,580	App. 07/29/91
58826	Robert LeClair	$ 1,410	App. 07/29/91

GRANT COUNTY:

WCL JOHN DAY–CANYON CREEK – JOHN DAY HIGHWAY:

6094 004	Daniel J. McKrola	$ 1,000	App. 08/21/91
6094 005	Robert E. Price	$ 1,100	App. 07/30/91
6094 006	Donald T. Lundbom; Blanche I. Lundbom	$ 400	App. 08/09/91
6094 012	Peter W. & Gayle D. Ryder; Nancy Harer	$ 550	App. 07/26/91
6094 013	Lillian & Lawrence Mulkey	$ 1,860	App. 08/21/91

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58265	The Southland Corporation	$166,000	App. 07/19/91
58267	Aksel & Teresa Damgaard	$ 4,410	App. 08/13/91
58271	Michael C. & Pamella A. Hawkins	$233,600	App. 07/30/91
58820	Harold & Carol McGrath	$ 1,740	App. 08/01/91

KLAMATH COUNTY:

CRATER LAKE BOUNDARY–FORT KLAMATH – CRATER LAKE HIGHWAY:

6068 017	Charles Roger Nicholson, Trustee	$ 1,800	App. 08/21/91

LAVERNE–SOUTHSIDE BYPASS – WASHBURN WAY (COUNTY):

59087	Leonard Benton; Elmina Benton	$ 8,950	App. 08/23/91
59092	Chris C. Kerns	$ 4,500	App. 08/23/91
59095	Dolores M. Teel	$ 21,000	App. 08/09/91

LANE COUNTY:

MCKENZIE HWY. PASSING BAYS – MCKENZIE HIGHWAY:

58164	Frances E. Carter	$ 2,050	App. 07/26/91

LINCOLN COUNTY:

LINCOLN BEACH–FOGARTY CREEK – OREGON COAST HIGHWAY:

59124	Grace S. & Larry F. Strom	$ 100	App. 08/23/91
59125	Wanda Bunnell	$ 100	App. 08/23/91
59127	William P. & Helga E. Hackworth	$ 100	App. 08/15/91
59129	Chester C. Vohs	$ 100	App. 08/15/91
59130	Diana B. Bishop (Chester C. Vohs)	$ 200	App. 08/12/91

Report of Actions Taken Under Delegated Authority
September, 1991 – Page Four

OPTIONS: DOUGLAS COUNTY:

N.W. HOOKER RD.–N.E. ALAMEDA AVE. (Continued)

58810	Betty Car	$ 2,695	App. 08/15/91
58826	Pepsi Cola Bottling Co.	$ 2,580	App. 07/29/91
58826	Robert LeClair	$ 1,410	App. 07/29/91

GRANT COUNTY:

WCL JOHN DAY–CANYON CREEK – JOHN DAY HIGHWAY:

6094 004	Daniel J. McKrola	$ 1,000	App. 08/21/91
6094 005	Robert E. Price	$ 1,100	App. 07/30/91
6094 006	Donald T. Lundbom; Blanche I. Lundbom	$ 400	App. 08/09/91
6094 012	Peter W. & Gayle D. Ryder; Nancy Harer	$ 550	App. 07/26/91
6094 013	Lillian & Lawrence Mulkey	$ 1,860	App. 08/21/91

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58265	The Southland Corporation	$166,000	App. 07/19/91
58267	Aksel & Teresa Damgaard	$ 4,410	App. 08/13/91
58271	Michael C. & Pamella A. Hawkins	$233,600	App. 07/30/91
58820	Harold & Carol McGrath	$ 1,740	App. 08/01/91

KLAMATH COUNTY:

CRATER LAKE BOUNDARY–FORT KLAMATH – CRATER LAKE HIGHWAY:

6068 017	Charles Roger Nicholson, Trustee	$ 1,800	App. 08/21/91

LAVERNE–SOUTHSIDE BYPASS – WASHBURN WAY (COUNTY):

59087	Leonard Benton; Elmina Benton	$ 8,950	App. 08/23/91
59092	Chris C. Kerns	$ 4,500	App. 08/23/91
59095	Dolores M. Teel	$ 21,000	App. 08/09/91

LANE COUNTY:

MCKENZIE HWY. PASSING BAYS – MCKENZIE HIGHWAY:

58164	Frances E. Carter	$ 2,050	App. 07/26/91

LINCOLN COUNTY:

LINCOLN BEACH–FOGARTY CREEK – OREGON COAST HIGHWAY:

59124	Grace S. & Larry F. Strom	$ 100	App. 08/23/91
59125	Wanda Bunnell	$ 100	App. 08/23/91
59127	William P. & Helga E. Hackworth	$ 100	App. 08/15/91
59129	Chester C. Vohs	$ 100	App. 08/15/91
59130	Diana B. Bishop (Chester C. Vohs)	$ 200	App. 08/12/91

Report of Action Taken Under Delegated Authority
September, 1991 – Page Five

OPTIONS: (Continued)

LINN COUNTY:

QUEEN AVE.–CORVALLIS/LEBANON HWY. – ALBANY–JUNCTION CITY:

55446	Youn Y. Lee; John J. Lee; Raymond C. Lee	$ 2,050	App. 08/12/91
55450	Arthur J. Martinak, Conservator of Estate of Carla G. Guepe	$ 3,200	App. 07/30/91
55581	Cenex Ltd.	Donation	App. 08/21/91

MALHEUR COUNTY:

OCI ACCESS RD.–STANTON BLVD. INTERCHANGE – STANTON BLVD.:

6080 006	Nancy Rogers; Garland Rogers	$10,947.30	App. 08/20/91

MARION COUNTY:

SANTIAM RIVER BRIDGE (SOUTHBOUND) – PACIFIC HIGHWAY:

59114	Arthur C. White	$ 2,398	App. 08/21/91

SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY:

6027 060	LeRoy L. Laack	$ 110	App. 08/05/91
6027 076	Brian & Sheryl Stearns (Wickman)	$ 3,120	App. 08/12/91
6027 078	First Interstate Bank of Oregon	$ 4,925	App. 08/12/91
6027 099	Anton B. & Hulda O. Jorgenson	$ 52,000	App. 07/29/91

WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:

57956	Alexandr & Ann Shevchuk	$ 2,500	App. 07/29/91
57967	C.W. Bagley, et al	$ 1,525	App. 08/19/91
57968	Helen A. Ruebesam	$ 1,000	App. 08/08/91
57987	Estate of Arnold H. Holy (George Holy, Pers. Rep.)	$ 2,200	App. 08/09/91
57994	Gerald D. & Betty Yoder	$ 5,010	App. 08/09/91
57994	Dan Garza (Sign)	$ 290	App. 08/09/91
58000	Darlene A. Dryden; Lisa M. Dryden; Jeffrey Dryden	$ 7,500	App. 08/20/91
58006	Richard C. Jones	$ 600	App. 08/19/91

MULTNOMAH COUNTY:

I–205 @ SANDY BLVD. (WB CONNECTION) – EAST PORTLAND FREEWAY:

59118	K. & M. Pacific Properties – PDX Pony Soldier Motor Inns	Donation	App. 08/29/91

S.E. DIVISION ST.–S.E. YAMHILL – S.E. 190TH (COUNTY ROAD):

58474	Gary A. Stone	$ 675	App. 06/26/91

TERWILLIGER BLVD INTERCHANGE – PACIFIC HIGHWAY:

6026 018	Southeast Company	$ 4,800	App. 08/05/91

TILLAMOOK COUNTY:

N. FORK NEHALEM RIVER BRIDGE – MCDONALD RD.:

6107 002	Andrew & Helen Pegnone	$ 30,200	App. 08/06/91

Report of Actions Taken Under Delegated Authority
September, 1991 – Page Six

OPTIONS: (Continued)

UMATILLA COUNTY:

UPRR O'XING–PENDLETON HWY. (NORTH UNIT) – PENDLETON–COLD SPRINGS HIGHWAY:

6053 005	Tom Kosmos (Includes $500 in Land Trade)	$ 9,500	App. 02/26/91

UNION COUNTY:

OLD OREGON TRAIL HWY.–ISLAND CITY – WALLOWA LAKE HIGHWAY:

6059 003	Norco, Inc.	$ 19,985	App. 08/08/91
6059 007	Orien LeRoy Weller	$ 34,575	App. 07/31/91
6059 014	Coburn Electric Inc.	$ 5,880	App. 08/23/91
6059 026	Robert A. & Patricia A. Beck	$ 2,900	App. 07/29/91

Dated this 30 day of September, 1991

For Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Planning Engineer, the following action was taken:

1) On August 28, 1991, approved a personal service contract with Parsons, Brinckerhoff, Quade and Douglas, Inc., to provide transportation planning, engineering services, and public involvement services to the Governor's Conference on the Oregon Coast Highway and related Corridor Planning Study. The contract is effective August 29 through October 31, 1991, with the cost not to exceed $10,000.

Dated this 26Th day of September, 1991

Robert E. Royer
Planning Engineer

September 25, 1991

731-0314 (10-90)

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Fabricators ,Inc. Contract No. 10818 Acceptance Date: September 19,1991	Kern Swamp Road-Weyerhaeuser Road Klamath County
Marca Electric,Inc. Contract No. 10862 Acceptance Date: September 19,1991	Jacksonville Hwy. at Lozier Lane Jackson County
Dirt and Aggregate Interchange,Inc. Contract No. 10902 Acceptance Date: September 19,1991	Division St.-Powell Blvd.(Gresham) Multnomah County
White and White ,Inc. Contract No. 10977 Acceptance Date: September 19,1991	Viento Park and Mitchell Point Rockfall Hood River County
Holm II,Inc. Contract No.10680 Acceptance Date: September 24,1991	Kilchis River(Alderbrook Road) Bridge Tillamool County
Coral Construction Co. Contract No. 10934 Acceptance Date: September 24,1991	Crown Point Hwy. Guard Rail Multnomah County
Oregon Asphaltic Paving Co.,Inc. Contract No. 11031 Acceptance Date: September 24,1991	Forest Boundary-Imnaha River Bridge Wallowa County
Bracelin-Yeager Excavating and Trucking,Inc. Contract No. 11034 Acceptance Date: September 24,1991	District 7 Overlay Projects-1991 Coos and Curry Counties

River Bend Sand and Gravel
dba Salen Road and Driveway
Contract No. 11056
Acceptance Date: September 24,1991

Quinaby Road-Hazel Green Road

Marion County

Weaver Construction Co.
Contract No. 10708
Acceptance Date: September 25,1991

Greeley Ramps-N. Banfield Interchange (Phase 1)
Multmonaha County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$11,650,433.17	$40,302,728.45
Anticipated Costs	$11,659,487.54	$41,341,921.11
Percentage Overrun (Underrun)	+0.01%	+2.60%

for Kenneth D. Hancock
Wayne F. Cobine, Manager
Office of Operations
Date 9-24-91

BMW:bmw

DELAUTH

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On August 22, 1991, approved an agreement with Oregon All-Terrain Vehicle Association to reprint the Off-Road Vehicle Program Brochure. This agreement is effective August 1, 1991, through July 1, 1992, at a cost not to exceed $1,920.

Dated this 27 day of September, 1991

Wayne H. Cobine

Wayne Cobine, Manager
Office of Operations

September 25, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Roadway Engineer, the following action was taken:

1) On August 9, 1991, signed Supplement No. 3 to a personal service contract with W.A.C. Corp., to provide aerial photography for mapping. This supplement increases the contract by $85,000 to a new sum not to exceed $245,000. (Transportation Commission approved April 17, 1991. William Anhorn signed for State Highway Engineer.)

Dated this 27th day of September, 1991

Jack Sullivan
Roadway Engineer

September 25, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Automation Section Manager, the following action was taken:

1) On August 30, 1991, approved a renewal modification agreement with Intergraph Corporation for monthly maintenance services for the computer system in the Automation Section. This agreement is effective October 1, 1991, through September 30, 1992.

Dated this 30 day of SEPTEMBER, 1991

D. T.

Doug Tindall, Manager
Automation Section

September 25, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following action was taken:

1) On August 27, 1991, signed Supplement No. 5 to a personal service contract with Cooper Consultants, Inc., covering construction of the 209th Avenue-Murray Boulevard Section on the Farmington Highway in Washington County. This supplement extends the completion date to December 31, 1991. (Transportation Commission approved original contract on July 22, 1986, and time extension on March 19, 1991.)

Dated this 28 day of Sept, 1991

Don Adams
Region 1 Engineer

September 25, 1991

M

MINUTES OF 10/15/91

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1. On September 11, 1991, approved an interagency service agreement with Oregon State University, Survey Research Center, to conduct a survey for DMV to determine public satisfaction with services provided at DMV field offices. The contract covers the period of October 1, 1991 to February 28, 1992 at a cost of $ 5,850.

Dated this 1ST Day of OCTOBER, 1991

Jane Hardy Cease

Jane Hardy Cease, Administrator
Motor Vehicles Division

N

MINUTES OF 10/15/91

Oregon

DEPARTMENT OF TRANSPORTATION

Public Transit Division

October 1, 1991

FILE CODE: COM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Administrator

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Passenger Assistance Techniques (PAT). A program to provide driver training on assisting elderly and disabled passengers.

   A. A personal services contract with the following individuals to conduct Passenger Assistance Techniques Workshops:

Contractor	Contract Amount	Date Signed
Joan Shimp	$3,600	July 19, 1991
David Moffitt	3,600	Aug. 12, 1991
Teena Stewart	3,600	Aug. 12, 1991

2. Special Transportation Grant. A program funded by Oregon State cigarette tax to provide planning, operating and demonstration grants to providers of special transportation.

Contractor	Contract Amount and Type		Date Signed
Tri-Met	$63,600	demonstration	Aug 5, 1991
Union County	20,000	planning	Sept.12, 1991
Basin Transit Service	20,352	planning	May 13, 1991
Josephine County	16,000	planning	Sept.20, 1991

131 Transportation Bldg.
Salem, OR 97310
(503) 378-8201 (Voice)
TDD 378-5037
FAX 373-7376

732-0004(12-90)

N
MINUTES OF 10/15/91

3. Small City and Rural Area Transit Assistance Program. A state and federal funded program to provide operating assistance for public transportation service.

Contractor	Federal Fund Amount	Date Signed
Hood River County	$ 13,550	Oct. 4, 1990
Columbia County	63,400	Sept. 13, 1991
City of Sweet Home	9,000	Sept. 13, 1991

Contractor	Federal Fund Amount	Date Signed
Tri-Met	79,700	Sept. 13, 1991
Rogue Valley Trans. District	113,550	Sept. 23, 1991
City of Albany	28,200	Sept. 23, 1991
Linn-Benton Loop	32,200	" " "
Basin Transit Service	85,850	" " "
Grant County	9,000	" " "
City of Woodburn	16,700	" " "
City of Astoria	22,350	" " "
City of Florence	9,000	" " "
City of Pendleton	9,000	" " "
City of Milton-Freewater	9,000	" " "
Yamhill County	40,050	" " "
City of Ontario	10,150	" " "
City of Corvallis	60,350	" " "
Coos County	27,350	" " "
Curry County	13,350	" " "
Wallowa County	9,000	" " "
Union County	15,950	" " "
Hood River County	13,550	" " "
City of Hermiston	10,800	" " "
Baker County	12,400	" " "
Marion County	41,350	" " "

4. UMTA Section 18 Non-Urbanized Area Public Transportation Program. A formula grant program that provides administration, capital, and operating assistance to public transportation systems in the nonurbanized areas (populations under 50,000).

A. An agreement with Urban Mass Transportation Administration for project number OR-18-X008 in the amount of 4,565,690 (September 11, 1991).

5. UMTA Section 8 Technical Studies Grant (80 percent federal, 20 percent state match). A federal fund program that provides technical assistance to local governments to plan and improve public transportation programs.

   A. An agreement with Urban Mass Transportation Administration for project number OR-08-8017 in the amount of $49,200 (September 26, 1991).

6. Rural Transit Assistance Program (RTAP). A 100 percent federal funded program to provide training, technical assistance, research and other support services to transportation providers in small cities and rural areas.

   A. Provided 82 scholarships to individuals to attend the 1991 Oregon Transportation Conference in Eugene, Oregon on September 8, 9 and 10. The scholarships paid for travel and registration to the Conference and ranged from $30 to $419.62. Total RTAP contribution was $14.576.31 (August 24-September 4, 1991).

   B. Provided assistance for the following individuals to attend and speak at the 1991 Oregon Transportation Conference:

Name	Amount	Date Signed
Mark Goldberg	$578.40	August 15, 1991
Liz Magoon	530.00	August 15, 1991

   C. Provided scholarships for the following individuals to attend the Community Transportation EXPO 91/UMTA National Conference in Orlando, Florida, May 28-31, 1991:

Name	Amount	Date Signed
Micki Kaplan	$ 775	May 13, 1991
Fred Stoffer	1,375	May 13, 1991
Treva Hunter	1,425	May 13, 1991

   D. Provided a scholarship in the amount of $283 for Katherine Gardiner to attend the Washington State Transportation Conference in Spokane, Washington, August 26-39, 1991 (August 16, 1991)

DHM:ag

cc: John Elliott
Don Forbes
Judy Gregory
Carol Mitchell
Fran Neavoll

del.oct:ahd

Report of Condemnation Cases Dismissed

State v. On the Green Condominium
L - 9677
R - 6047036

Section:	Murry-Fanno Creek
Highway:	Scholls
County:	Washington
Remarks:	Settled by Highway

Report of Condemnation Cases Settled

State v. Polizos
L - 9630
R - 58311

Section:	Union/Grand - SE River Road
Highway:	Pacific Highway East
County:	Multnomah
State's Deposit:	$800
State's 30 Day Letter Of Offer:	$2,700
Defendant's Answer:	$100,000
Settlement:	$$2,700
Comments:	City of Portland acquired an easement. The ordinance provided that the City would vacate land not needed for highway. Defendants claim nothing for taking of access.
State's Attorney:	Luther L. Jensen

State v. Hollingsworth, Inc.
L - 9673
R - 6042023

Section:	Airport Way - Cairo Jct.
Highway:	Olds Ferry-Ontario
County:	Malheur
State's Deposit:	$26,100
State's 30 Day Letter of Offer:	$31,000
Defendant's Answer:	$75,000
Settlement:	$32,000
Comments:	Settlement was a $1,000 more than the 30 Day offer and based on the dispute over a cost-to-cure item which would likely have resulted in a jury awarding just

compensation exceeding the final settlement.

State's Attorney: Robert A. Petersen

State v. Kulaba
L - 9349
R - 57014

Section:	S. Commercial - N. Santiam
Highway:	Cordon Road
County:	Marion
State's Offer:	$17,200
Answer:	$100,1000
State's 30 Day Letter of Offer:	$45,001
Settlement:	$45,001
Justification:	The State offered $45,001 in its 30 Day letter of offer. The defendants accepted the offer and the agreement that the State will pave the frontage road portion of their access.
State's Attorney:	Roger R. Warren

JTT003A2/cr

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
P	10/15/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

September 20 1991

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

September 20,1991 $10,273,607.70 was distributed to the counties as their share of motor vehicle revenues for the month of August, 1991.

September 20, 1991 $6,537,278.55 was distributed to the cities for the month of August, 1991.
(List of apportionments on file in Commission Files, Salem.)

Dated this 20th day of September ,1991.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

FIFTH ANNUAL SILVER FALLS WORKSHOP
TRANSPORTATION COMMISSION AND STAFF
OCTOBER 29 AND 30, 1991

At 1 p.m. on October 29, 1991, the Oregon Transportation Commission and staff met at the Smith Creek Meeting Hall, Silver Falls Conference Center, for their fifth annual workshop. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Don Forbes, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Tony Lewis, Assistant Director for Finance
Paul Meyerhoff, Administrator of Aeronautics Division
Jane Cease, Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Public Transit Division
Gil Bellamy, Administrator Nominee of Traffic Safety Division
Mark Ford, Manager, Strategic Planning
Fran Neavoll, Commission Services

Mr. Forbes began the workshop by summarizing the accomplishments and strategies relating to the Department's mission and goals. He said it is the staff's assumption that the mission and goals would not change for the next year. He asked for the Commission's feedback on the goals and strategies for 1992.

Mr. Forbes discussed the measures of effectiveness and the Commission's comments follow the discussion:

- Percent of Pavement in Fair or Better Condition.

- Percent of Peak Hour Commute Occurring in Other Than Single Occupancy Vehicles.

  Chairman Hollern felt the emphasis should be on reducing congestion. Vice Chairman Whitty suggested changing the wording to "percent of peak hour commute occurring in multiple occupancy vehicles".

- Percent of Oregonians in communities with daily bus or van service.

- Percent of Oregonians living within 50 miles or less of an airport with daily passenger service.

- Level of customer satisfaction rating.

- Percent of correctly issued products.
(Handout of chart entitled Highway and Motor Vehicles Divisions Performance Measures. Copy in Commission's files, Salem.)

- Fatalities per 100 million miles traveled in Oregon.

- Level of excess freight capacity available for growth in Oregon.

The Commission agreed that this was not a good measurement for freight and that it be deleted from the list.

Mr. Forbes then outlined the measures of efficiency and the Commission's comments follow the measurement:

- Real per capita outlay for facilities.

- Cost per client served.

- Percent of grant dollars passed on to eligible recipients.

- Percent of dollars "on the road".

The Commission agreed that it read percent of transportation infrastructure rather than "on the road".

- Percent of targeted service levels met.

Mr. Forbes discussed the 1992 goals and strategies as follows:

Goal and Strategy 1.0: Transportation Leadership

Objectives:

1.1 Develop partnerships with key stakeholders in support of transportation funding.
1.2 Implement Goal 12 rule.
1.3 Establish and adopt transportation elements for the Oregon Benchmarks developed by the Oregon Progress Board.

Goal and Strategy 2.0: Transportation System Development

Chairman Hollern requested that the following sentence be rewritten for clarity: "The strategy for controlling traffic congestion in the State's urban areas will be to balance highway, transit and light rail."

Objectives:

2.1 Complete a final draft of the Transportation Plan.
2.2 Complete a Six-Year Transportation Improvement Program.
2.3 Complete Westside Transitway initiatives.
2.4 Implement a State demand management plan.

Goal and Strategy 3.0: Transportation System Safety

Objectives:

3.1 Create a Traffic Safety Division.
3.2 Adopt a comprehensive traffic safety program.

Goal and Strategy 4.0: Customer Satisfaction

Objectives:

4.1 Design and implement a local government, private sector, and citizen involvement program within each operating Division.
4.2 Identify and implement at least two ideas per Division that will significantly impact service quality.
4.3 Implement programs in each Division to enhance management and employee understanding of Department programs.

Goal and Strategy 5.0: Human Resources Management and Development

Objectives:

5.1 Implement changes that will result in effective progression and succession into vacant positions.

5.2 Implement team management in all Divisions.

5.3 Identify and implement at least five significant improvements based on the results of new Employee Survey.

5.4 Improve the diversity of work force by increasing the number of women by 14% and minorities by 10% in professional and managerial positions.

The Commission requested that the number of women and minorities in the Department's work force be included in the January Civil Rights Report.

Goal and Strategy 6.0: Efficient Use of Resources

Objectives:

6.1 Implement work standards and performance measures throughout the Department.

Mr. Forbes handed the Commission a chart entitled Sources and Uses of Funds. (Copy in Commission's files, Salem.) The Commission liked the format and the information contained in the document.

6.2 Establish a productivity unit at a Department wide level to assist operating units in tracking, monitoring, and improving productivity.

6.3 Develop financial systems to track Department programs.

There was discussion concerning professional accountants in the Financial Services Branch and the cost of work done in the Graphics Section.

6.4 Implement the Departmental energy efficiency program recommended by an employee task force.

The Commission appeared to agree with the measurements of effectiveness, measurements of efficiency, goals, strategies, and objectives as discussed with the exceptions noted above. (Copy of Goals and Strategies in Commission's files, Salem.)

Chairman Hollern called for a recess at 2:30 p.m. and reconvened at 2:55 p.m.

Dave Bishop joined the Commission to discuss the marketing plan for the Oregon Transportation Plan. He commented that the theme for the Plan will be "The New Oregon Trail: Leading into the 21st Century". He reviewed a calendar of events for 1991 and 1992 covering the Plan. (Copy in Commission's files, Salem.)

Mr. Bishop reviewed the marketing plan as follows:

- Personal commitment by Commission to the planning process
- Public and private sector leadership on policy advisory committees.
- Policy consultation with State agency representatives, Local Officials Advisory Committee, and Oregon Transportation Alliance.
- Presentations to transportation interest groups and legislative interim committees (transportation, revenue)
- Appointment of Steering Committee with legislative membership.
- Draft policy element public review.
- Inform ODOT employees through Via (November issue).
- News release to all Oregon media, brochure, video, and draft policy document release.
- Participate in Cities convention in Eugene and Counties convention in Ashland.
- Personal visits with legislators and local media.
- 14 Statewide public meetings.

(Copy of marketing plan in Commission's files, Salem.)

Mr. Bishop then presented the public meeting schedule and he invited the Commission members to attend any of the meetings. (Copy of schedule in Commission's files, Salem.) Chairman Hollern suggested that the Region Engineers introduce the legislators at the meetings.

The Commission agreed to Mr. Bishop's plan for marketing the document.

Mark Ford discussed with the Commission the strategy for adequately funding the Transportation Plan. He handed the Commission a copy of Goal 4: Implementation Policies on Finance. (Copy in Commission's files, Salem.) He mentioned that as soon as the needs are known and the public comments are received on the Plan, the funding strategies will be considered further.

Chairman Hollern called for a recess at 4 p.m. and reconvened the work session at 4:10 p.m. with Sandy DeLuna from the Organization Development Office joining the Commission.

Mr. Forbes began the discussion by saying four task forces had been studying restructuring the Divisions of ODOT into a single integrated Department. He outlined the reasons for the restructuring as follows:

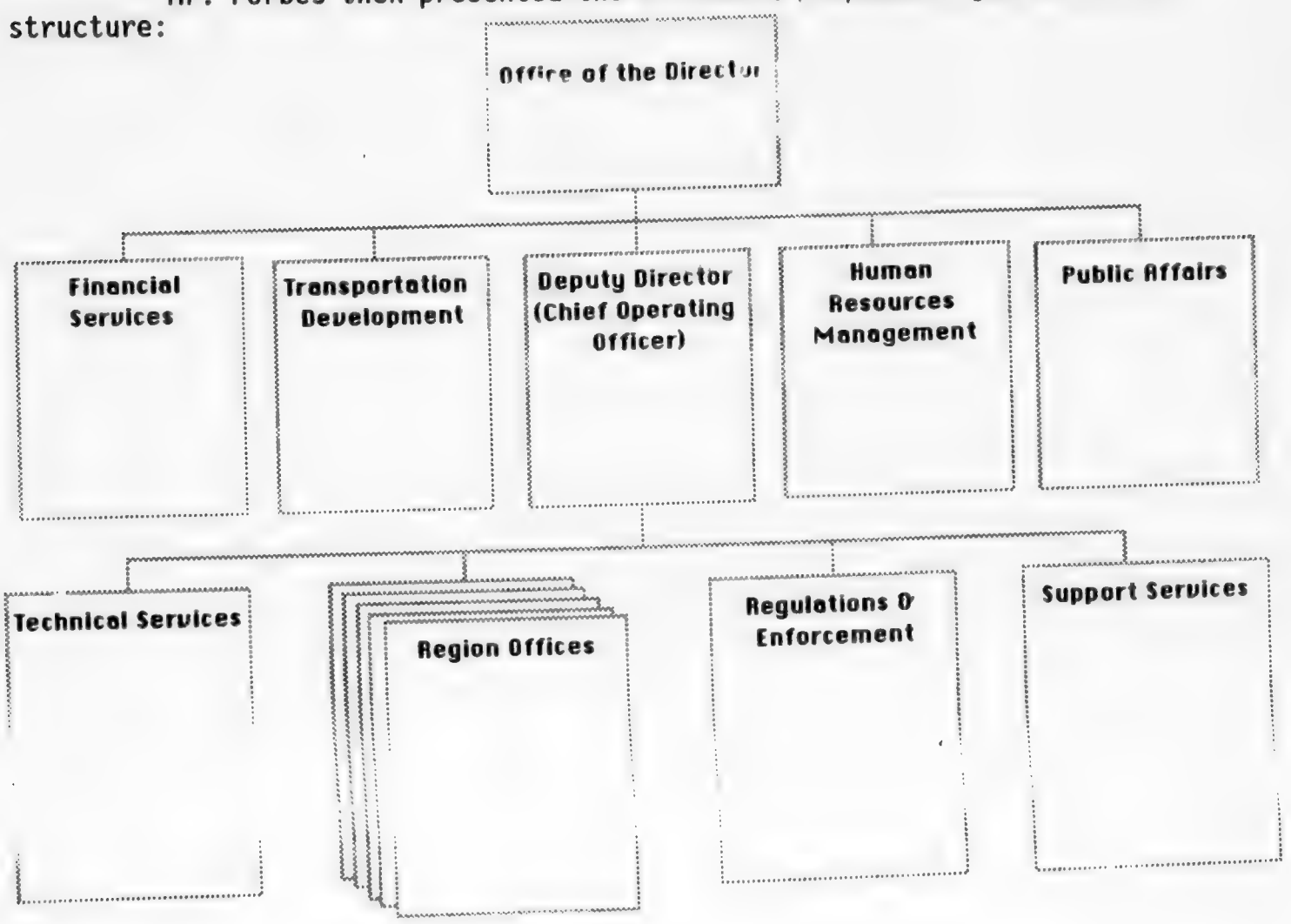
1) Current traditional form of organization stands in the way of functions;

2) Department currently exists as an umbrella for independent Divisions; and

3) Cannot currently internally shift resources (funds, employees, equipment).

Mr. Forbes said the key business functions are to develop the transportation system, to operate the system, and to protect the users of the system.

Mr. Forbes then presented the following proposed organizational structure:



Mr. Forbes pointed out this would create a Chief Operating Officer (Deputy Director) and eliminate the State Highway Engineer's position. He said it is proposed that portions of the Aeronautics, Transit, and Traffic Safety Divisions and planning functions of all Divisions would be combined under Transportation Development. Many administrative and support functions, such as personnel, public affairs, mailrooms, copy centers, fleet operations, etc., would be combined to serve all the Divisions. The Highway Regions would provide service to all transportation customers and assume airport maintenance work. A new section focused around regulation and enforcement would be created to deliver Motor Vehicles customer services and Highway Permits and Weighmaster functions.

The Governor's Task Force on State Government was also discussed.

Sandy DeLuna identified the following implementation issues:

1) Legal/budgetary.
2) Support from Governor's Task Force, Executive Department, Legislators, etc.
3) Timing and staging of changes.
4) Changes to automated systems and operations procedures.
5) Physical space needs.

Ms. DeLuna handed the Commission a document entitled Next Steps that outlined the time required to develop and implement strategies, identify broad requirements, develop internal implementation agenda, and implement new structures as defined. (Copy of document in Commission's files, Salem.)

Ms. DeLuna indicated there are some administrative changes that could occur relatively quickly, without legislative change, if the Commission agrees to the proposal.

There was discussion concerning the need for statutory changes to implement this proposal.

Ms. DeLuna then handed out a recommended organizational structure that further defined the proposal. (Copy in Commission's files, Salem.)

Chairman Hollern adjourned the work session at 5:15 p.m. for dinner with the discussion on the reorganization to continue in the morning.

At 8 a.m., October 30, 1991, the Transportation Commission continued their discussion on the reorganization with the same persons present, except for Tony Lewis. Commissioner Breezley joined the Work Session.

Chairman Hollern stated the Commission generally supported the proposal but there was concern about implementation and timing. He felt that it was important to receive the support of the Governor's Office, Emergency Board, Executive Department, Legislators, and to resolve all internal issues before proceeding.

Mr. Forbes said that an anticipated reduction of management layers could probably be accomplished through natural attrition, given the expected retirement rate over the next year or two. The Commission requested that the savings be quantified.

There was discussion whether the Department was trying to work on too many projects at one time. The key efforts of the Department were listed as Transportation Plan, Six-Year Program (Access Oregon), reorganization, financing, and Governor's Task Force.

The Commission agreed that the reorganization would help the Department in creating integrated solutions to transportation demands of the future and, in particular, the Oregon Transportation Plan.

The Commission instructed the staff to return in January with a more detailed implementation plan. This should include a savings and net benefit analysis, support from the necessary stakeholders, legislators, Governor, Executive Department, and solutions to other undecided issues.

Chairman Hollern called for a recess at 9:10 a.m. and reconvened at 9:15 a.m.

Mr. Forbes told the Commission that the Department has reviewed its programs and a report has been submitted to the Natural Resources/Transportation Subcommittee of the Governor's Task Force on State Government. He briefly outlined the proposal for a 25 percent reduction, if necessary. He said he would be reporting to the Governor's Task Force in December.

There was discussion of the proposal to reduce the number of Boards and Commissions.

Mr. Elliott briefed the Commission on the proposals of the Governor's Task Force on State Government.

Mr. Meyerhoff invited the Commission to attend the '91 Oregon Air Fair scheduled for November 16 and 17, 1991, at the Oregon Convention Center in Portland. He said the Fair will be sponsored by the Northwest Aviation Association in conjunction with the Federal Aviation Administration and the Aeronautics Division. He explained this event is aimed to show the broad scope of the aviation industry to the public as well as promote aviation safety.

Mr. Meyerhoff shared with the Commission how the State of Alaska responded when there was an economic setback. He felt that the Commission could be proactive and help Oregon's economy by authorizing bonding.

The Commission discussed bonding and agreed that it may be necessary to go back to the Legislature to increase their bonding authority. Mr. Forbes said he would have a report at the November Commission meeting as to the State's bonding authority amount and how the Six-Year Program could be accelerated. The Commission agreed to contract in 1992 if there were viable projects ready to contract. The Commission also discussed toll roads.

Mark Fork discussed the State's approach to railroad branch line abandonment and sales. (Copy of map entitled Rail Carriers Serving Oregon was handed the Commission. Copy in Commission's files, Salem.)

The Commission asked for a cost responsibility report at their November meeting. Commissioner Breezley requested statistics relative to the cost of shipping by rail vs. truck.

Mark Ford briefed the Commission on the difference between the House and Senate Bills being discussed in Congress covering the Surface Transportation Assistance Act.

Vice Chairman Whitty raised the issue of equity in project funding among the Regions, and in particular Region 3. He said the construction section of the Six-Year Transportation Program appears to be satisfactory; but he felt there was inequity in the development section. Mr. Forbes said the staff would review the new Draft Program to make sure that issue was addressed.

Mike Wert of Region 1 gave an overview on the Western Bypass Study. She said to continue the project it will be necessary to increase the funding by $500,000 for the draft environmental impact statement. She discussed the No-Build Strategy and outlined the various Build Strategies being considered as: Common Improvements, Arterial Expansion, Transit Intensive (Light Rail), Transit (HOV)/Arterial Expansion, and Bypass. She said if she could not get a consensus from the various local governments on the alternatives, she would refer the project back to METRO. If she

could get a consensus, she would like to proceed with the draft environmental impact statement. She mentioned that the $500,000 increase would not cover the design or the final environmental impact statement. She explained the increase in funding resulted from the issues that arose after the scope of the work was prepared. The Commission agreed that if there was a local consensus it would be their desire to proceed with the project. The Commission asked to be kept informed of the progress. The Commission requested that she return with a contract amendment to cover the total cost of the project.

Chairman Hollern adjourned the workshop at 11:55 a.m. Following lunch, the Commission left the work session and the staff remained to discuss the directions given by the Commission.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Fran Reavell
Commission Services

absent for approval
Roger L. Breezley, Commissioner

MINUTES

OF THE

OREGON TRANSPORTATION COMMISSION

TOUR AND DINNER MEETING

NOVEMBER 18, 1991

AND

FORMAL MEETING

LUNCHEON

WORK SESSION

NOVEMBER 19, 1991

IN

EUGENE

At 2:30 p.m., November 18, 1991, the Oregon Transportation Commission and staff via a Lane Transit District bus took a tour of the Eugene-Springfield area. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.)

Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Donald E. Forbes, Director of Transportation
Judy Gregory, Assistant Director for Administration
Tony Lewis, Assistant Director for Finance
Jane Cease, Administrator of Motor Vehicles Division
Erik East, representing Public Transit Division
James Gix, Region 3 Engineer
Fran Neavoll, Commission Services

There were other staff persons on the tour, including officials from the Cities of Springfield and Eugene, Lane County, Lane Transit District, and members of the news media.

The Commission viewed the completed Sixth and Seventh Avenues (Highways 99 and 126), the future West Eugene Parkway (Highway 126), and proposed project on the Beltline Highway (West Eleventh to Highway 99 Section).

At the Eugene Airport, Mike Boggs, Airport Manager, briefed the Commission on recent and planned improvements at the airport. Mr. Boggs discussed several capital improvement projects, including the recently completed runway extension, the pending upgrade of the airport's instrument landing system, and the increase in airport operations that is driving the need for a new parallel runway within the next five years. He said the longer runway enables airlines to fly further distances as the local market grows. The upgraded instrument landing system will reduce flight cancellations and delays by more than 50 percent during bad weather days. The parallel runway will increase safety on the field as flight training and general and commercial flight activity increases. (See written documentation presented by Mr. Boggs to the Commission in Commission's files, Salem.)

The Commission traveled over Highway 99 (Beltline to West Eugene Parkway), viewed the two proposed projects on Barger Avenue, continued on I-105 and Highway 126 (Delta Highway to McKenzie Highway) to the Springfield Motor Vehicles Division Field Office, 1250 North 18th Street in Springfield.

Following a short stop at the Motor Vehicles Office, the tour continued over Business Route 126 (Main Street) viewing two overlay projects on the Eugene-Springfield Highway. Phyllis Loobey, General Manager of Lane Transit District, conducted a tour of their Maintenance Facilities. The tour then continued over Franklin Boulevard (Highway 99)

to the Ferry Street Bridge, and over the Beltline Highway (Delta Highway to River Road Section).

The tour concluded at 5:05 p.m.

At 7 p.m., November 18, 1991, the Oregon Transportation Commission held a working dinner with the local officials at the Valley River Inn, 1000 Valley River Way, Eugene, in the East Willamette Room. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia Ford, Member
Roger Breezley, Member
Don Forbes, Director of Transportation
Judy Gregory, Assistant Director for Administration
Tony Lewis, Assistant Director for Finance
Jane Cease, Administrator of Motor Vehicles Division
Erik East, representing Public Transit Division
Bill Anhorn, Deputy State Highway Engineer
Jim Gix, Region 3 Engineer
Fran Neavoll, Commission Services

There were other staff persons present, including approximately 36 local officials from Lane County, Cities of Eugene, Springfield, Cottage Grove, Oakridge, Junction City, Creswell, Veneta and Florence; Lane Transit District, Eugene Chamber of Commerce, Lane Council of Governments, a representative from Peter DeFazio's office, and various citizens involved in transportation issues in the Eugene-Springfield area.

Chairman Jack Roberts of the Lane County Board of Commissioners gave a general overview of the long-range transportation vision for the County. He told how this vision will fit into the State framework for transportation planning and future corridor development. He commented that the surrounding cities and Lane County are cooperating and sharing ideas, information, and financial resources. He explained that the formation of the united front began as a basis for a coordinated presentation at the Six-Year Hearings and has continued to grow into nontransportation issues. He said the County supports the idea that efforts must be coordinated in order to meet the transportation needs.

Mayor Bill Smigley of Veneta said he appreciated the cooperation received from the Highway Division. He spoke of the highway projects in the Veneta area and mentioned a dangerous section on Highway 126 by the lake. He said there is no place to park along the highway if one needs to pull off for an emergency.

Mayor Dick Culbertson of Oakridge shared the City's cooperative efforts undertaken by the State and Lane County, such as the rest area along Highway 58.

Mayor John Peterson of Junction City expressed his thanks for the cooperation their City has received on highway projects.

Mayor Wilbur Ternyik of Florence extended appreciation to the Highway Division and the Commission for their response to the needs of the coastal residents. He said improvements are needed on Highway 126.

Mayor Eddie McCluskey of Creswell spoke concerning widening and paving Highway 99 south between Creswell and Cottage Grove. He said this project had been promised four or five years ago. He commented instead $100,000 was spent on the road and the improvements did not last.

The dinner meeting adjourned at 8:45 p.m.

On November 19, 1991, the Transportation Commission held its regular monthly meeting at the Lane County Courthouse, Harris Hall, 125 East 8th Avenue, Eugene, beginning at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Donald E. Forbes, Director of Transportation
Judy Gregory, Assistant Director for Administration
Tony Lewis, Assistant Director for Finance
Jane Cease, Administrator of Motor Vehicles Division
Erik East, representing Public Transit Division
Bill Anhorn, Deputy State Highway Engineer
Wanda Kennedy, Assistant Administrator of Aeronautics Division
Ed Marges, Interim Administrator of Traffic Safety Division
Jim Gix, Region 3 Engineer
Don Adams, Region 1 Engineer
Fran Neavoll, Commission Services

There were other staff persons present, including members of the press.

Mayor William Morrisette of Springfield welcomed the Commission to the Eugene-Springfield area.

Commissioner Breezley moved for approval and the motion carried unanimously by the Commission approving the following items on the consent calendar:

1) Minutes of the October 15, 1991, meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2840 in Commission's files, Salem.)

3) Adopted resolution transferring to Washington County a segment of the Scholls Highway and $450,000 for operation and maintenance on the highway. (Abandonment Resolution No. 648 in Commission's files, Salem.)

4) Designated the following two parking areas as Winter Recreation Parking Locations (Sno-Parks):

Morning Creek - Located on the Weston-Elgin Highway (OR204) at Mile Point 21 in Umatilla County. Estimated capacity is 70 vehicles and the estimated annual plowing cost is $4,400. The snow removal will be accomplished by the Highway Division.

Salt Creek Falls - Located on the Willamette Highway (OR58) at Mile Point 57.1 in Lane County. Estimated capacity is 30 vehicles and the estimated annual plowing cost is $1,300. The snow removal will be accomplished by the Highway Division.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Assistant Director for Administration	Exhibit B
Assistant Director for Strategic Planning and Communications	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Manager	Exhibit H
Roadway Engineer	Exhibit I
Region 2 Engineer	Exhibit J
Region 5 Engineer	Exhibit K
Aeronautics Administrator	Exhibit L
Highway Controller	Exhibit M

The Commission confirmed their telephone meeting of December 17, 1991, at 10 a.m.

The Commission tentatively set their following meeting for January 21, 1992, in Salem.

Judy Gregory mentioned that the Commission had set the Silver Falls Work Session for October 27 and 28, 1992. In order to accommodate Commissioner Bolender's schedule, she requested that the dates be changed to October 26 and 27, 1992. The Commission concurred with this change.

Jane Cease briefed the Commission on the Motor Vehicle Cost Responsibility Study. She said this study determines which vehicles use which roads and how the State spends its transportation funding accordingly. She explained that the vehicles using the highways are categorized into two groups: automobiles and smaller load-carrying vehicles, and heavy vehicles (trucks and buses). She mentioned the Department reviews periodically how much each of these groups should pay. She said approximately 90 percent of registered vehicles are basic vehicles (cars, vans, trucks weighing less than 6,000 pounds) and 10 percent are heavy vehicles (over 6,000 pounds). She commented since basic vehicles are a bigger percent of the recordkeeping burden, they have a bigger share of administration. Since heavy vehicles cause most of the permanent damage, they bear a bigger share of the overlays in surface maintenance expenditures. All vehicles share costs for signs, signals, drainage, sanding and landscaping. (Copy of letter dated November 15, 1991, and handout dated May 1991 in Commission's files, Salem.)

Mr. Forbes mentioned that the 1991 Legislature had directed the Department to develop a long-range policy and plan for railroad passenger service and allocated $75,000 from the State's General Fund for the study. He mentioned this study is to be done by 1993 in consultation with the Public Utility Commission and Department of Energy. He said a Rail Passenger Plan Advisory Committee has been established and Mr. Ford will be asking for approval to select a consultant later on the agenda.

Mr. Forbes updated the Commission on his participation in a feasibility study being conducted by the State of Washington to create a high-speed rail line from Portland to Vancouver, British Columbia. He mentioned that Washington State's purpose of the line would be to lessen the short-distance travel burden placed on their SeaTac Airport by 20 to 30 percent.

Mr. Forbes said former Motor Vehicles Administrator Dave Moomaw had been studying regional boundaries of the Motor Vehicles and Highway Divisions. He commented that a recommendation will be presented to the Commission in January.

Wanda Kennedy briefed the Commission on a situation at the Aurora State Airport in Marion County. She said the runway at the airport needs to be extended 1,000 feet for operational safety of aircraft currently using this facility. In the past month, she said several letters opposing the runway extension project have been received in the Governor's office and printed in local newspapers. She mentioned that the letters contained misinformation regarding the project, some stating the airport will be used for large commercial jet aircraft and others grossly overstating the future projected use of the airport by business jet aircraft. She mentioned three local opponents of the improvement have filed with the Land Use Board of Appeals an intent to appeal Marion County's ordinance that approved the project. She said their Division will provide the media and the Governor's office with correct information concerning the future use of Aurora State Airport in an effort to counter the misinformation that has been circulated. She commented the Division will work with Marion County on the appeal. (Written report in Commission's files, Salem.)

Wanda Kennedy briefed the Commission on the 1991 Air Fair held in Portland on November 16 and 17, 1991, in which an estimated 25,000 people attended.

Mr. Forbes reported that Gil Bellamy has withdrawn his nomination for Administrator of the Traffic Safety Division. Due to the reorganization that may change the structure of several of the Divisions, he said, Ed Marges has been selected as the Interim Administrator.

Ed Marges announced that December 7-13, 1991, is the Tenth Anniversary of National Drunk and Drugged Driving Awareness Week. He said each year the Division asks the Governor to proclaim the month of December as Drinking and Drugged Driving Awareness Month in Oregon in conjunction with this National event. He presented to the Commission a signed Proclamation by Governor Roberts and a list of the activities. (Copy of handouts in Commission's files, Salem.)

Mark Ford, Manager of Strategic Planning, requested authorization to seek an interdisciplinary consultant team to assist with the development of the Oregon Rail Passenger Policy and Plan in compliance with the requirements of Senate Bill 763. The cost of the contract would be $80,000 of which $75,000 is authorized from the General Fund by Senate Bill 763 and $5,000 from ODOT Funds to cover items not strictly related to the analysis called for in Senate Bill 763. He explained that work on the Plan has been started at the staff level and will continue through February 1993. Much of the consultant's work under the contract will be completed by June 1992. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously approving the contract. The Commission authorized the Assistant Director for Strategic Planning and Communications to sign the consultant contract. (Senator Bill McCoy was scheduled to make a presentation on this request but was unable to attend. Mark Ford read his comments supporting the development of the Rail Passenger Policy and Plan. Copy of written comments in Commission's files, Salem.)

John Rist, Manager of Governmental Relations, briefed the Commission on negotiations in Congress on the new Surface Transportation Act. He told the Commission that the Federal legislation may be passed by Thanksgiving. After the bill passes, Vice Chairman Whitty asked for a summary of what is covered in the legislation and a comparison with previous years.

Tony Lewis handed the Commission a paper that outlined the status of the Highway Division's bonding authority as follows:

Revenue Bonds:	
Initial Statutory Authority	$ 134M
Less: Amount Issued on 9/1/87	80M
Authority Available	$ 54M
Bonds Outstanding (Principal) at 7/1/91	$ 61M
General Obligation Bonds:	
Annual Statutory Authority (Not to exceed $40M Principal Outstanding at any time)	$ 15M
Bonds Outstanding (Principal) at 7/1/91	$ 17.2M

Mr. Lewis said the general obligation bonds are subject to the State Treasurer's moratorium. He closed by saying the Department has $54 million worth of revenue bond authority available. If the State Treasurer lifted the moratorium on issuing general obligation bonds, he said, the Department could issue an additional $15 million per fiscal year.

Mark Ford updated the Commission on the U. S. Army Corps of Engineers' plan to help the salmon on the Columbia River by drawing down two reservoirs and consequently increasing the velocity of the river. If water levels are reduced below "minimum pool" levels, barges cannot operate. He said an environmental impact statement revealed that the experimental drawdown planned for next April or May will place the Lower Granite Dam below minimum pool stopping navigation to the Port at Lewiston, Idaho. The barges will be able to pass by the John Day Dam and ships will have access to the docks at the Umatilla and Morrow Ports. He said the Department became involved in the issue because grain traffic from Lewiston goes to Portland grain elevators. He closed by saying the Department will continue their involvement in the drawdown process.

Jane Cease recalled in September the Commission approved an interagency agreement with the Eugene School District to fund an experimental driver education evaluation project. During the interim, she said, it has been learned that District 4J is not able to proceed as planned. She asked the Commission to authorize a contract between a qualified vendor for the purpose of providing this instruction at a cost of $85,000. Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission authorized the Administrator of Motor Vehicles to sign the contract.

Mr. Anhorn asked for the reappointment and appointment of the following individuals to the All-Terrain Vehicle Account Allocation Committee. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission reappointing and appointing the following individuals to this Committee:

Names	Terms	Expires
Reappointed Patricia Harris	4-year	11-19-95
Reappointed Charles R. Wellock	4-year	11-19-95
Appointed Robert Greenstreet (Replaces Melvin Luckie, who resigned)	Remainder of 4-year term	10-1-93
Four nonvoting positions:		
Appointed Doug Manthe	4-year	11-19-95
Appointed Jack Stiverson	4-year	11-19-95
Appointed Kenneth White	4-year	11-19-95
Appointed Peggy Stieger	4-year	11-19-95

Mr. Anhorn requested authority to expand authorization of an existing flexible services contract with CH2M for environmental services from $250,000 to $300,000. He explained that Region 1 has found the need to do $50,000 of wetlands mitigation work on the Farmington Road (209th-Murray) Project in Portland. He said the existing staff levels are not sufficient to perform the required project development work within the established timeframes. He requested that the contract be increased by $50,000. Commissioner Ford moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary supplemental contract.

Mr. Anhorn requested increases in project authorizations on four contracts. Commissioner Breezley moved for approval and the motion carried unanimously by the Commission approving the following increases:

1) Contract No. 10,898, Sunnyside Road-Lawnfield Road (Unit 2) Section of the East Portland Freeway, Clackamas County, in the amount of $23,459 (5.5 percent increase).

2) Contract No. 10,882, Murray Boulevard-Jefferson/Columbia Section of the Sunset Highway No. 26 in Multnomah and Washington Counties, in the amount of $22,066.01 (5.5 percent increase).

3) Contract No. 10,915, Jewell Junction-Osweg Creek Section of the Sunset Highway No. 26, Clatsop County, in the amount of $569,724.78 (25.4 percent increase). (Contractor claim negotiated to a settlement of $740,000.)

4) Contract No. 11,088, S.W. 15th Street-S.W. 2nd Street (Pendleton) Section of the Pendleton Highway, Umatilla County, in the amount of $22,397.98 (9.63 percent increase).

Mr. Anhorn requested authority to enter into an agreement with the Federal Highway Administration for continued operation of the Oregon Technology Transfer (T2) Center for the period January 1, 1992, through December 31, 1992. He said Federal funds would be requested in the amount of $100,000 from the Rural Technical Assistance Program for operation of the T2 Center for calendar year 1992. Matching funds will be provided by the counties to the Association of Oregon Counties. Vice Chairman Whitty moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contract.

Mr. Anhorn requested authority to enter into an agreement with Gilliam County to participate in the funding of resurfacing a portion of Cedar Springs Road. The State's contribution would be $400,000. He explained the original project was constructed in 1989 utilizing Federal, State, and County Funds. The pavement began to deteriorate one year after completion. The County performed maintenance and awarded a contract for repair work. The Region has negotiated a settlement with the County for the above work. Commissioner Ford moved for approval. The motion carried unanimously for the Settlement Agreement and authorized the State Highway Engineer to sign the agreement.

Mr. Anhorn reported that the City of Eugene has requested a temporary no-passing zone to help alleviate accidents on the Beltline Highway between Barger Drive and the four-lane section near Highway 99 (from M.P. 5.75 to M.P. 6.13). He said this no-passing zone would be effective until the roadway is improved to a four-lane section in 1994. Commissioner Breezley moved for approval and the motion carried unanimously by the Commission approving the temporary no-passing zone.

Don Adams, Region 1 Engineer, requested the Commission's approval of an agreement with Tri-Met relating to the project development and right-of-way issues on the Westside Corridor Project. He explained this agreement is required of Tri-Met by the Urban Mass Transportation Administration before releasing the funds. He said the main issues that the agreement covers are summarized as:

Combining survey, design, and construction work for the section common to both ODOT highway improvements and Tri-Met's Light Rail Line Section 6.

Right-of-way acquisition and relocation services for the entire joint project to be provided by ODOT and compensated by Tri-Met for their share. Right-of-way ownership will also be defined.

Community relations (public involvement) services during the life of the joint project will be coordinated by Tri-Met.

(Continued on next page)

A permits consultant will be hired by Tri-Met to represent both agencies. Both agencies will share 50/50 in the costs along common alignments and ODOT will be responsible for permit costs on highway-only sections.

Schedules, responsibilities, and obligations are described in the agreement.

Payment provisions, cost-sharing guidelines, and budgets are described in the agreement.

Mr. Adams explained the draft agreement which had been mailed to the Commission was changed to cover a right of way ownership issue. Vice Chairman Whitty moved for approval of the agreement. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the agreement.

Chairman Hollern called for a recess at 9:45 a.m. and reconvened the meeting at 10:15 a.m.

Lee Beyer, Springfield City Councilor and Chair of the Metropolitan Policy Committee, spoke concerning the Cities' and County's joint planning on transportation and their united front approach. He felt that this approach should be helpful to the Commission in presenting a unified priority list of transportation projects. He offered their assistance and support when the Commission presents their transportation plans to the Legislature. He then showed a video entitled Metropolitan Transportation Priorities.

Brian Obie, Chairman of the Ferry Street Bridge Citizen Advisory Committee, told of the need for the Ferry Street Bridge in Eugene. He thanked Mr. Forbes for recognizing the need for the project and sending a letter to Congressman DeFazio supporting the project.

Bruce Hall, President of the Eugene-Springfield Metropolitan Partnership, stated all modes of transportation are important to the continued economic development of their community. He said that although the wood products industry has been changing its focus, there is still a need for access to rail. He told how port service, highway accessibility, and air service, both passenger and air freight, are important to Lane County.

Jack Billings, Member of the Lane Transit Board, spoke about expanding the partnership to include the State. With a greater focus on public transit, he told how there are more opportunities being developed for riding the bus.

Vice Chairman Ellie Dumdi of the Lane County Commission told how it was important to look at the entire County and not just a small section. In support of their effort, she introduced Mayors of the smaller incorporated communities from the Cities of Cottage Grove, Oakridge, Florence, Creswell, and Veneta.

Mayor Wilbur Ternyik of Florence spoke in support of passing lanes on Highway 126. He also told of the need for another rest area similar to the one north of Gold Beach.

Bud Miles read a letter from the Florence Area Chamber of Commerce that urged eastbound passing lanes on Highway 126 (Florence-Eugene Highway) at Linslaw County Park and Austa-Wildcat Creek. The letter said the Six-Year Program has only two passing lanes scheduled within the next five years and these passing lanes cannot wait until 1996. (Copy of letter in Commission's files, Salem.) Mr. Miles also extended an invitation to the Commission to hold a meeting in Florence. Chairman Hollern urged him to attend the Six-Year Program meetings scheduled next year to support the passing lanes on Highway 126.

Art Koning, Florence Chamber of Commerce, strongly supported that additional passing lanes be constructed now, for safety reasons, rather than wait until 1996.

Mayor Jim Gilroy of Cottage Grove and a member of the Local Officials Advisory Committee applauded the Commission's efforts to improve the quality of life for all Oregonians. He told how Cottage Grove has benefited from several past efforts involving safety, beautification, and economic development projects. (Copy of written presentation in Commission's files, Salem.)

Mayor Richard Culbertson of Oakridge said he appreciated the improvements on Highway 58 but he emphasized the need for more improvements. He said surfacing, curb straightening, and passing lanes are needed on Highway 58 between Black Canyon and Oakridge. He told of the safety problem through town involving truck fatalities. He felt a long-term solution that should be considered for a safer highway through Oakridge is a limited-access parkway concept. He also felt road maintenance should not be reduced. He said the City would like to work with ODOT as a team concept and they would like the Highway Division to be more service-oriented.

Chairman Hollern said the Commission supports their idea of a united front and it is an effective way to approach the allocation of funds. He commented that method helps the Commission understand the local priorities.

Cam Gilmour, Manager of the Program Section, commented a revised copy of the 1993-1998 Preliminary Six-Year Transportation Improvement Program has been mailed to the Commission prior to the meeting. (Copy in Commission's files, Salem.)

Mr. Gilmour stated a more aggressive funding approach has been undertaken with this draft than with the one presented at the last meeting. He said the Program assumes a new Surface Transportation Act similar to that proposed by the President. This increases Federal revenues about $600 million from that in the draft reviewed last month. This allows for a Program about $740 million larger than the 1991-1996 Program. He mentioned if the new Act is less than expected, the projects that would have to be removed are shown with an asterisk. He said the Regions focused on preservation as much as possible when adding new

projects to the program. He commented this has led to a draft which meets the direction set by the Highway Plan more quickly than expected.

(Last month, the Commission asked for a comparison of the 1991-96 Program to the proposed 1993-98 Program dollars and a comparison of Region needs and program volume versus use measures. Copy of this material was mailed to them prior to the meeting.)

Chairman Hollern said the word "criteria" was misspelled on several pages of the Program.

The Commission agreed for the staff to print and distribute the Preliminary Program before the public meetings in February and March. (Copy of Preliminary 1993-98 Program in Commission's files, Salem.) Chairman Hollern said the Commission has indicated which meetings they can attend and would give those dates to him after the meeting.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 11:17 a.m.

At noon, the Transportation Commission attended a working luncheon arranged by the Cities of Eugene and Springfield and Lane County at Skinners Restaurant (top of Hilton Hotel), 66 East Sixth, in Eugene. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) The same persons were present as at the formal meeting, except for Commissioner Breezley.

Mayor Miller of Eugene opened the discussion as to how the Cities and Lane County can proceed together with the State to ensure their transportation needs are met.

Chairman Hollern addressed the local officials by commenting on the Transportation Plan and the building of coalitions. A question-and-answer period followed concerning the Six-Year Program, Transportation Plan, funding, high-speed rail studies, mass freight movement, loss of rail, triple-trailers, and alternative modes of transportation. The luncheon adjourned at 1:10 p.m.

At 1:30 p.m., the Oregon Transportation Commission met with other members of the Oregon Transportation Plan Steering Committee in the Eugene City Hall, 777 Pearl Street, McNutt Room, to discuss the Transportation Plan. (Notice of the work session had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Donald E. Forbes, Director of Transportation
Judy Gregory, Assistant Director for Administration
Tony Lewis, Assistant Director for Finance
Jane Cease, Administrator of Motor Vehicles Division
Erik East, representing Public Transit Division
Wanda Kennedy, Assistant Administrator of Aeronautics Division
Bill Anhorn, Deputy State Highway Engineer
Fran Neavoll, Commission Services

Present were other members of the Oregon Transportation Plan Steering Committee:

Cedric Hayden
Martha Pagel
Charles Vars
Carl Hosticka

Mark Ford opened the work session by showing a video that will be used at the public meetings concerning the Transportation Plan.

By use of slides, Paul Norris presented a planning overview on the Statewide Transportation Plan.

Arlee Reno, consultant from Cambridge Systematics, presented information in preparation for the Transportation Plan System Element. He discussed the base case forecasts of transportation usage for a 20-year period (1991-2010). (Written document in Commission's files, Salem.)

Mr. Reno reviewed the inventory of existing facilities and services and identification of corridors of statewide significance. He said the System Element of the Transportation Plan examines all modes of both passenger and freight transportation and all levels of transportation (local or urban, intercity, and interstate). (Written document in Commission's files, Salem.)

(Continued on next page)

Mr. Reno also presented potential scenarios and sketch plans. He said these potential scenarios might be considered in the development of the Transportation System Element. He stated a scenario is defined as an alternative set of external conditions through the year 2010 which should be considered in developing a multimodal system plan. He outlined alternative sketch plans which represent different potential approaches to defining a multimodal State transportation plan. He explained that the sketch plans are characterized by different objectives and by different levels of investment in transportation. The scenarios are listed as follows:

1) Base Case of Current Trends
2) High Growth Rate Scenario
3) Global Climate Change
4) Environmental Difficulty Scenario

Mr. Reno described the sketch plans as follows: (Written information on sketch plans in Commission's files, Salem.)

Sketch Plan	Policy Category	Assumptions
1. Continuation of 1991 Programs	Funding - All Modes	$ Rise with inflation
	Urban Growth Boundaries	Continued Success
	New Programs	None
	Levels of Service - All Modes	General Decline
2. Maximize Economy	Funding - All Modes	Higher, by More Than Inflation
	Urban Growth Boundaries	Continued success
	New Programs	All Promising Investments
	Levels of Service - All Modes	Higher
3. Minimize Public Expenditures	Funding - All Modes	Sharp General Decline
	Urban Growth Boundaries	Neglected
	New Programs	None
	Levels of Service - All Modes	Sharp General Decline
4. Increase Alternatives to Autos and Truck	Funding - All Modes	Higher for all modes except auto and truck
	Urban Growth Boundaries	Successful
	New Programs	All Alternative Modes Supported
	Levels of Service - All Modes	Higher for all modes except auto and truck

Vice Chairman Whitty left the work session at 3:10 p.m., but commented that he liked the sketch plans as discussed.

Following a lengthy discussion, Chairman Hollern suggested eliminating Sketch Plan Number 3: Minimize Public Expenditures. He recommended a no new funding scenario contingency for Sketch Plan Nos. 2 and 4 but maximize alternatives to autos and trucks. The Committee appeared to agree with his recommendation.

Mark Ford said at the work session on January 21, 1992, additional information would be presented on the scenarios and sketch plans, as well as results of the Statewide public meetings will be known.

There being no further business to consider, Chairman Hollern adjourned the work session at 3:30 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

absent for approval
Roger L. Breezley, Commissioner

Fran Nearoll
Commission Services

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MINUTES OF 11/19/91

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - STANFIELD SAFETY REST AREA

County: Umatilla — Highway: OLD OREGON TRAIL (I-84)
Type of Work: Landscaping and Buildings — F.A. No. IR-84-5(12)185

No. of Bidders: 8 — Contract No.: 11098

Low: Pat Aldrich Construction, Bend OR	$398,951.00
2nd: Pipe Tech, Inc., Salem, OR	$453,207.70
3rd: Mc Cormack Construction Company, Pendleton, OR	$459,516.80

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#2 - OSWEGO CANAL (BRYANT ROAD) BRIDGE SECTION

County: Clackamas — Highway: BRYANT ROAD
Type of Work: Bridge Widening — F.A. No. State

No. of Bidders: 8 — Contract No.: 11099

Low: K-2 Construction Co., Portland, OR	$99,973.00
2nd: Berning Construction Co., Wilsonville OR	$108,727.00
3rd: Mocon Corporation, Salem, OR	$118,600.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of Clackamas County and receipt of deposit by the County.

#3 - GREENWOOD AVE - ELM AVENUE (COOS BAY) SECTION

County: Coos — Highway: OREGON COAST (US-101)
Type of Work: Roadwork and Signing — F.A. No. State

No. of Bidders: 3 — Contract No.: 11100

Low: Umpqua River Navigation Co., Reedsport, OR	$329,985.60
2nd: Bracelin-Yeager Exc. & Trucking, Inc., Coos Bay, OR	$353,294.50
3rd: Johnson Rock Products, Inc., North Bend, OR	$391,056.30

Engineer's Recommendation: Award to low responsive bidder.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 9-3-91

#4 - LOST RIVER BRIDGE SECTION

County: Klamath
Type of Work: Roadwork and Structure
Highway: KLAMATH FALLS-MALIN (OR-39)
F.A. No. BHF-F-41(9), BHF-41(9)

No. of Bidders: 2
Contract No.: 10988

Low: Holm II, Inc., Stayton, OR	$442,299.00
2nd: Weaver Construction Co., La Grande, OR	$497,420.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#5 - MENASHA (JORDAN COVE) BRIDGE SECTION

County: Coos
Type of Work: Roadwork and Structure
Highway: JORDAN COVE COUNTY ROAD
F.A. No. BRS-RS-A434(2)

No. of Bidders: 3
Contract No.: 11101

Low: Ross Bros. Construction Inc., Salem, OR	$1,718,818.90
2nd: F. E. Ward, Inc., Vancouver, WA	$1,880,260.00
3rd: Batzer Construction Inc., Medford, OR	$2,183,342.90

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Coos County and receipt of deposit by the County.

#6 - MARYS RIVER - KIGER ISLAND DR. (CORVALLIS)

County: Benton
Type of Work: Roadwork, Structure, Signing, Signals, Landscaping
Highway: PACIFIC WEST S.E. 3RD STREET (OR-99W)
F.A. No. F-9-1(12)

No. of Bidders: 7
Contract No.: 11102

Low: Morse Bros., Inc., Lebanon, OR	$3,449,548.60
2nd: Wildish Paving Company, Eugene, OR	$3,597,354.50
3rd: Eugene Sand & Gravel Inc, Eugene, OR	$3,717,499.30

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Corvallis and receipt of deposit by the City.

On September 3, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on August 22, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 4, 5, and 6 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 15 day of October, 1991

Michael Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

Report of Confirmation of Action Taken Under Delegated Authority

#1 - HAWTHORNE BRIDGE TRANSITION STRUCTURE RECONSTRUCTION

County: Multnomah
Type of Work: Roadwork, Structure, Signing, Illumination, and Landscaping
Highway: HAWTHORNE BLVD
F.A. No. BRM-M-IX-9366(5)
I-5-6(143)300

No. of Bidders: 7
Contract No.: 11103

Low: Traylor Bros., Inc., Evansville, IN	$4,751,227.20
2nd: F. E. Ward, Inc., Vancouver, WA	$5,029,753.75
3rd: Ledcor Industries Inc., Woodinville, WA	$5,298,638.40

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Multnomah County and receipt of deposit from the County.

#2 - REDMOND - BEND (NORTH UNIT) SECTION

County: Deschutes
Type of Work: Roadwork, Structures, and Signing
Highway: THE DALLES-CALIFORNIA (US-97)
F.A. No. F-4-2(26)

No. of Bidders: 6
Contract No.: 11104

Low: R. L. Coats, Bend, OR	$9,105,893.00
2nd: Babler Bros., Inc., Portland, OR	$9,480,986.00
3rd: Kiewit Pacific Co., Vancouver, WA	$9,749,648.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Redmond and receipt of deposit by the City.

#3 - YAQUINA BAY BRIDGE (NEWPORT) SECTION

County: Lincoln
Type of Work: Bridge Rehabilitation and Cathodic Protection
Highway: OREGON COAST (US-101)
F.A. No. BHF-2-4(30)

Project postponed to October 24, 1991

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-7-91

#4 - TACOMA ST INTCHGE - 17TH AVE CONNECTION, UNIT 2

County: Multnomah
Type of Work: Roadwork, Structure, Signing, Illumination, Signals, and Landscaping
Highway: PACIFIC EAST (OR-99E)
F.A. No. IX-26(49)

Project postponed to October 10, 1991

#5 - U'XING NE 8TH AVE (MILTON-FREEWATER)

County: Umatilla
Type of Work: Protective Fencing
Highway: OREGON-WASHINGTON (OR-11)
F.A. No. State Project

No. of Bidders: 4
Contract No.: 11107

Low: Coral Construction, Company,	Wilsonville, OR	$19,604.00
2nd: 2G Construction,	Eugene, OR	$23,231.55
3rd: N-B Hatch Co.,	Lake Oswego, OR	$26,630.00

Engineer's Recommendation: Award to low responsive bidder.

#6 - MADRAS SIGNALS

County: Jefferson
Type of Work: Signing and Traffic Signals
Highway: THE DALLES-CALIFORNIA (US-97)
F.A. No. State Project

No. of Bidders: 7
Contract No.: 11108

Low: Linnco Electric Company,	Albany, OR	$292,511.00
2nd: Tigard Electric, Inc.,	Newberg, OR	$299,950.90
3rd: Benton Electric, Inc.,	Albany, OR	$300,431.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the City of Madras and receipt of deposit by the City.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-7-91

#7 - MYRTLE CREEK ROAD (CULVER) BRIDGE SECTION

County: Coos
Type of Work: Roadwork and Structure
Highway: MYRTLE CREEK COUNTY ROAD
F.A. No. BRS-A416(2)

Contract No.: 11109

No. of Bidders: 6

Low: Holm II, Inc., Stayton, OR	$356,115.82
2nd: Donald W. Thompson, Inc., North Bend, OR	$364,462.10
3rd: West Coast Contractors Inc., Coos Bay, OR	$419,124.70

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Coos County and receipt of deposit from the County.

#8 - MYRTLE POINT SCL - POWERS JCT

County: Coos
Type of Work: Roadwork and Signing
Highway: COOS BAY-ROSEBURG (OR-42)
F.A. No. F-14(40)

Contract No.: 11110

No. of Bidders: 2

Low: Bracelin-Yeager Exc & Trucking Inc, Coos Bay, OR	$308,325.10
2nd: Roseburg Paving Company, Roseburg, OR	$321,374.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-7-91

#9 - SANDY BLVD W.BOUND CONNECTION

County: Multnomah — Highway: EAST PORTLAND FREEWAY (I-205)
Type of Work: Roadwork, Retaining Wall, Signing, Illumination, and Signals — F.A. No. MAIR-IR-205-7(138) 023

No. of Bidders: 8 — Contract No.: 11111

Low:	Elting Incorporated, Clackamas, OR	$486,855.70
2nd:	Dirt & Aggregate Interchange, Inc., Troutdale, OR	$513,391.10
3rd:	K-2 Construction Co., Portland, OR	$517,020.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the developer and receipt of deposit from the developer.

#10 - BEAVERTON/TUALATIN HWY. AT S.W. OAK & PFAFFLE ST. SECTION

County: Washington — Highway: BEAVERTON-TUALATIN
Type of Work: Roadwork, Stuctures, and Signing — F.A. No. HES-9091(18), STATE

No. of Bidders: 12 — Contract No.: 11112

Low:	Cushing Bros., Inc., Salem, OR	$552,809.50
2nd:	Dirt & Aggregate Interchange, Inc., Troutdale, OR	$586,777.85
3rd:	Roy L. Houck Construction Company, Salem, OR	$589,481.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-7-91

#11 - TIERRA DEL MAR SLOPE RESTORATION

County: Tillamook — Highway: SAND LAKE ROAD
Type of Work: Roadwork and Landscaping — F.A. No. ER-332(3)

No. of Bidders: 11 — Contract No.: 11113

Low: N-B Hatch Co., Lake Oswego, OR	$296,512.00
2nd: Dennis Snyder Contractors, Clackamas, OR	$299,095.50
3rd: Blickle Co., Portland, OR	$300,139.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA and Tillamook County and receipt of deposit from the County.

#12 - LITTLE BUTTE CREEK BRIDGE SECTION

County: Jackson — Highway: LITTLE BUTTE CRK RD
Type of Work: Roadwork and Structure — F.A. No. BROS-1500(15)

No. of Bidders: 6 — Contract No.: 11114

Low: LTM, Inc., dba Lininger Tru-Mix, Inc., Medford, OR	$564,788.00
2nd: Ross Bros. Construction Inc., Salem, OR	$587,614.00
3rd: JAL Construction, Inc., Bend, OR	$602,182.20

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Jackson County and receipt of deposit by the County.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-7-91

#13 - PATERSON FERRY ROAD INTERCHANGE

County: Morrow
Type of Work: Roadwork and Signing

Highway: OLD OREGON TRAIL (I-84)
F.A. No. IR-84-5(13)170

No. of Bidders: 11

Contract No.: 11115

Low: James W. Fowler Co., Dallas, OR	$665,393.62
2nd: Steelman-Duff, Inc., Clarkston, WA	$713,582.20
3rd: Eucon Corp Dba Eucon Corp of Idaho, Camas, WA	$717,095.60

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Morrow County and receipt of deposit by the County.

#14 - N FORK NEHALEM RIVER (MC DONALD RD) BRIDGE SECTION

County: Tillamook
Type of Work: Roadwork and Structure

Highway: MC DONALD DIKE RD.
F.A. No. BRS-RS-A713(3)

No. of Bidders: 4

Contract No.: 11116

Low: Holm II, Inc., Stayton, OR	$955,657.00
2nd: Mocon Corporation, Salem, OR	$972,896.90
3rd: Ross Bros. Construction Inc., Salem, OR	$1,033,345.98

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Tillamook County and receipt of deposit by the County.

#15 - TROUTDALE - DESCHUTES RIVER

County: Various
Type of Work: Signing

Highway: COLUMBIA RIVER (I-84)
F.A. No. IR-84-2(33)017

Project postponed to October 24, 1991

On October 7, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on September 26, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, 7, 8, 9, 10, 11, 12, 13, and 14 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Michael P. Hollern, Chairman
Oregon Transportation Commission

Dated this 15 day of October, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Grant authority to enter into a personal service contract to coordinate services to local traffic safety commissions, committees and related groups. Services include technical assistance, training, maintaining a resource-sharing network and encouraging new groups to form throughout the State. Funds for this project not to exceed $25,000. Gil Bellamy approved September 25, 1991. (Authorize Administrator of Traffic Safety to sign contract.)

Dated this 15 day of October, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

October 11, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) All-Terrain Vehicle Project Agreement with Lane County to provide law enforcement services in the Dunes near Florence. The total cost of this project is $75,834 with the Division's portion being $44,405 or 59 percent whichever is less. This agreement is effective from October 1, 1991, through July 1, 1992. (William Anhorn approved October 10, 1991. Authorize State Highway Engineer to sign necessary agreement.)

Dated this 15 day of October, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

October 11, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following actions were taken:

1) On October 11, 1991, signed an interagency agreement between Central Services and the Highway Divisions concerning Highway Planning and Research Funds for the System Element of the Oregon Transportation Plan. This agreement is effective October 14, 1991, through December 1, 1992. Agreement covers funding of consultant contract at a cost not to exceed $200,000.

2) On October 14, 1991, approved a personal service contract with Stylemetrics Systems, Inc., to conduct three Stylemetrics workshops during the period of January 28 through December 2, 1992, at a cost not to exceed $4,500.

Dated this 23 day of October, 1991

Judy Gregory

Judy Gregory
Assistant Director for Administration

October 18, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Strategic Planning and Communications (Subdelegation Order No. DIR-8), the following action was taken:

1) On September 13, 1991, approved a personal service contract with Benkendorf Associates Corporation to summarize in a written report the concepts and issues developed by five policy committees for the Oregon Transportation Plan to present at the Klamath Falls Commission meeting on September 17, 1991. This contract is effective September 16 through September 18, 1991, at a cost not to exceed $999.

Dated this 25th day of October, 1991

John Elliott
Assistant Director for Strategic Planning and Communications

October 18, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On September 9, 1991, signed Supplement No. 1 to a personal service contract with David Evans and Associates, Inc., covering on-call roadway design services. This supplement extends the completion date to September 15, 1992, and replaces Exhibit A. (Transportation Commission approved February 20, 1990. William Anhorn signed for State Highway Engineer.)

2) On September 10, 1991, signed Supplement No. 1 to a personal service contract with Century West Engineering covering material testing in Region 4. This supplement adds an additional $40,000 for a new total not to exceed $115,000. (Transportation Commission approved October 17, 1990.)

3) On September 19, 1991, signed Supplement No. 1 to a personal service contract with David Evans and Associates, Inc., to prepare right-of-way drawings and write property descriptions for the Roadway Section. This supplement extends the completion date to September 1, 1992. (Transportation Commission approved February 20, 1990.)

4) On September 19, 1991, approved a cost-share agreement with United States Department of Agriculture, Forest Service, for travel signing in Oregon. This agreement is effective September 19, 1991, through October 1, 1993.

5) On September 20, 1991, signed an abandonment and retention agreement with Washington County covering the transfer of a portion of the Scholls Highway. The agreement also provides that $450,000 shall be forwarded to the County. (Transportation Commission approved August 20, 1991. William Anhorn signed for State Highway Engineer.)

6) On September 24, 1991, signed a personal service contract with Cambridge Systematics, Inc., to prepare the System Element of the Oregon Transportation Plan. This contract is effective September 24, 1991, through October 1, 1992, at a cost not to exceed $200,000. (Transportation Commission approved September 17, 1991. William Anhorn signed for State Highway Engineer.)

7) On September 24, 1991, signed Supplement No. 1 to a personal service contract with Nan Heim/Associates for public involvement services on the Mt. Hood Parkway Project in Multnomah County. This supplement extends the contract completion date to November 30, 1991. (Transportation Commission approved September 18, 1990.)

8) On September 24, 1991, signed personal service contract with David Evans and Associates, Inc., covering on-call field survey services in Region 2. This contract is effective September 24, 1991, through June 1, 1992, at a cost not to exceed $150,000. (Transportation Commission approved October 17, 1990. William Anhorn signed for State Highway Engineer.)

9) On September 30, 1991, signed a personal service contract with GEM Consulting Inc., to investigate and provide appropriate documentation on hazardous material sites. This contract is effective October 3, 1991, through June 30, 1993, at a cost not to exceed $270,000. (Transportation Commission approved April 17, 1991. Duane Christensen signed for State Highway Engineer.)

10) On September 30, 1991, signed a personal service contract with David C. Smith and Associates, Inc., to provide photogrammetric mapping services for the Highway Division. This contract is effective October 3, 1991, through June 30, 1992, at a cost not to exceed $50,000. (Transportation Commission approved April 17, 1991. Duane Christensen signed for State Highway Engineer.)

11) On September 30, 1991, signed Supplement No. 1 to a personal service contract with CH2M Hill Northwest, Inc., covering environmental services on a project-by-project basis. This supplement extends the contract completion date to June 1, 1993. (Transportation Commission approved July 25, 1989. Duane Christensen signed for State Highway Engineer.)

12) On October 1, 1991, signed an agreement with City of Eugene and Lane County covering construction of Pacific Highway West between Beltline Highway and Roosevelt Boulevard. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program. Duane Christensen signed for State Highway Engineer.)

13) On October 4, 1991, approved a consent to assignment from Cooper Consultants, Inc., transferring duties and obligations for professional services to Arctic Slope Consulting Group, Inc., covering the contract on 209th Avenue-Murray Boulevard Section of Farmington Highway in Washington County.

14) On October 9, 1991, I advanced the 1991 date for legal use of studded tires to Friday, October 25, 1991, due to the hunting season for Rocky Mountain Elk beginning on October 31. The legal studded tire season is November 1 to April 30 of the following year.

15) On October 14, 1991, signed an interagency agreement between Central Services and the Highway Divisions concerning Highway Planning and Research Funds for the System Element of the Oregon Transportation Plan. This agreement is effective October 14, 1991, through December 1, 1992. Agreement covers funding of consultant contract at a cost not to exceed $200,000.

Dated this 25TH day of OCTOBER, 1991

William Lorbeer
State Highway Engineer

October 18, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Hawthorne Bridge Transition Structure Reconstruction (Bridge No. 2757F) Section of Hawthorne Boulevard (FAU-9366) in Multnomah County. Bids received September 26, 1991. Contract No. 11,103 awarded on October 10, 1991, to Traylor Bros., Inc., Olympia, WA, at $4,751,227.20.

2) Work on the Redmond-Bend (North Unit) Section of The Dalles-California Highway in Deschutes County. Bids received September 26, 1991. Contract No. 11,104 awarded on October 10, 1991, to R. L. Coats, Bend, at $9,105,893.00.

3) Work on the Madras Signals Section of The Dalles-California Highway in Jefferson County. Bids received September 26, 1991. Contract No. 11,108 awarded on October 7, 1991, to Linnco Electric Company, Albany, at $292,511.00.

4) Work on the Myrtle Creek Road (Culver) Bridge in Coos County. Bids received September 26, 1991. Contract No. 11,109 awarded on October 10, 1991, to Holm II, Inc., Stayton, at $356,115.82.

5) Work on the Myrtle Point S.C.L.-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County. Bids received September 26, 1991. Contract No. 11,110 awarded on October 10, 1991, to Bracelin-Yeager Excavating & Trucking Inc., Coos Bay, at $308,325.10.

6) Work on the Sandy Boulevard West Bound Connection Section of the East Portland Freeway in Multnomah County. Bids received September 26, 1991. Contract No. 11,111 awarded on October 15, 1991, to Elting Incorporated, Clackamas, at $486,855.70.

7) Work on the S.W. Oak Street and S.W. Pfaffle Street Section on the Beaverton-Tualatin Highway in Tigard, Washington County. Bids received September 26, 1991. Contract No. 11,112 awarded on October 10, 1991, to Cushing Bros. Inc., Salem, at $552,809.50.

8) Work on the Tierra Del Mar Slope Restoration Project on Sand Lake County Road in Tillamook County. Bids received September 26, 1991. Contract No. 11,113 awarded on October 10, 1991, to N-B Hatch Co., Wilsonville, at $296,512.00.

9) Work on the Little Butte Creek Bridge Section of South Fork Little Butte Creek County Road in Jackson County. Bids received September 26, 1991. Contract No. 11,114 awarded on October 10, 1991, to LTM, Inc. dba Lininger Tru-Mix, Inc., Medford, at $564,788.00.

10) Work on the Paterson Ferry Road Interchange Section of the Old Oregon Trail (I-84) in Morrow County. Bids received September 26, 1991. Contract No. 11,115 awarded on October 10, 1991, to James W. Fowler Co., Dallas, at $665,393.62.

11) Work on the North Fork Nehalem River Bridge Section of McDonald County Road in Tillamook County. Bids received September 26, 1991. Contract No. 11,116 awarded on October 10, 1991, to Holm II, Inc., Stayton, at $955,657.00.

Dated this 25TH day of OCTOBER, 1991

William Lindell
State Highway Engineer

October 21, 1991

D

MINUTES OF 11/19/91

QUARTERLY REPORT

DAMAGE TO STRUCTURE CLAIMS

Period from July 1, 1991 through September 30, 1991

	Number	Dollar Amount
CAO DAMAGE CLAIMS OPENED	97	$ 28,396.55
REVENUE COLLECTED DURING QUARTER		
Full Payments	65	82,448.56
Partial Payments	100	$ 5,186.97
Total Revenue	165	$ 87,635.53
ABANDONMENTS		
Full Claims	13	$ 6,914.34
Partial Claims	3	2,779.19
Total Abandonments	16	$ 9,693.53
CLAIMS PENDING		
Beginning of Quarter	576	$ 216,475.60
End of Quarter	599	$ 212,177.47

Prepared by the Department of Justice
Finance and Government Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On August 26, 1991, approved a local agency agreement with Tillamook County for emergency relief funds on the construction of a riprap buttress and revegetation along the area of the Tierra Del Mar Slide on Sand Lake Road. (Governor Neil Goldschmidt declared a State of Emergency in the project area on January 10, 1990.)

2) On August 28, 1991, approved an agreement with Washington County granting right-of-way on the Scholls Highway (Scholls Ferry Road) from its intersection with Hillsboro-Silverton Highway to .06 miles easterly of 175th Ave. and from Hall Boulevard to the Beaverton-Hillsdale Highway.

3) On September 10, 1991, signed an agreement with Lane Transit District covering construction of a second transit station at the University of Oregon to be located on the south side of 13th Avenue at Kincaid Street. (Project approved by Cam Gilmour as part of the Six-Year Highway Improvement Program June 20, 1991.)

4) On September 11, 1991, signed an agreement with the City of Molalla covering construction of the Bear Creek-Keith Road Section of the Woodburn-Estacada Highway. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

731-0314A (10-90)

5) On September 12, 1991, signed Supplement No. 1 to an agreement with City of Corvallis covering reconstruction of the Mary's River-Kiger Island Road Section of the Pacific Highway West. This supplement changes the contract language only in order to reduce the City's share of project costs and to revise the payment method for the City's share. (Transportation Commission approved August 16, 1988, as part of the Six-Year Highway Improvement Program.)

Dated this 21st day of October, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On September 9, 1991, approved Supplement No. 1 to an agreement with the City of Tualatin concerning design and installation of traffic signal and illumination equipment at the intersection of the Beaverton-Tualatin Highway and Martinazzi Avenue.

2) On September 17, 1991, signed an agreement with City of Grants Pass covering the exchange of Federal Aid Urban Funds for State Funds. (Transportation Commission approved February 19, 1991.)

3) On September 18, 1991, signed Supplement No. 2 to a personal service contract with J. M. Colosimo Associates Inc., covering planning and implementing organizational change in the Highway Division. This supplement extends the contract completion date to June 1, 1992. (Transportation Commission approved November 14, 1989.)

4) On September 20, 1991, approved a 6.67% increase in project authorization on Contract No. 10,680 with Holm II, Inc., covering the Kilchis River (Alderbrook Road) Bridge on County Road No. 656 in Tillamook County. (Joe Speight approved for Program Manager.)

5) On September 25, 1991, signed a supplemental agreement with Tillamook County covering construction of the North Fork Nehalem River (McDonald Rd.) Bridge. Supplement covers construction engineering and financing for the bridge. (State Highway Engineer approved project on January 19, 1984.)

6) On October 3, 1991, signed an agreement with Clackamas County covering exchange of Federal Aid Secondary-County Funds for State Funds. (Transportation Commission approved February 19, 1991.)

Dated this 25th day of October, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION AND JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	GOVT. FUNDS	LOCAL APPROVAL DATE
FAU PROJECT					
Arterial Overlays and Reconstruction Phase 10 City of Portland	1,137,000	991,000	73,000	73,000	10-22-91

APPROVED Cam Gilmour

Cam Gilmour, Manager
Program Section

DATE 10/28/91

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731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On September 3, 1991, approved a parking prohibition on the Rogue River Highway No. 60 in Jackson County at M.P. 8.19 to M.P. 8.29 W.B.

2) On September 4, 1991, approved a parking prohibition on the North Santiam Highway No. 162 in the vicinity of Mill City in Marion County at M.P. 30.49 to M.P. 30.50.

3) On September 12, 1991, approved a parking prohibition on the Albany-Junction City Highway No. 58 in the vicinity of the city of Halsey in Linn County at M.P. 19.50 to 19.55.

4) On September 12, 1991, adopted Speed Zone Order No. 997 establishing speed zones on the Mt. Hood Highway in Clackamas County, except 20 MPH when children are present between M.P. 42.03 to M.P. 42.17:

   45 MPH from M.P. 38.71 to M.P. 43.90
   40 MPH from M.P. 43.90 to M.P. 44.41.

   Rescinded Speed Zone Resolution No. 931 dated March 21, 1986.

5) On September 13, 1991, established 45 MPH speed zone in the Bandon city limits on the Coquille-Bandon Highway in Coos County. (See Speed Zone Order No. 998.)

6) On September 20, 1991, approved an agreement with Mulino School District No. 84 covering installation of a flashing beacon and relocation of a crosswalk at the Mulino Elementary School on Cascade Highway South. This agreement is part of the Emerging Small Business Program and construction will be financed 100 percent with funds from said program.

7) On September 23, 1991, approved a fire signal removal on the Oregon Coast Highway No. 9 at NW 25th Street in the vicinity of Lincoln City, Lincoln County, at M.P. 113.68.

8) On September 24, 1991, established 45 MPH speed zones south of Creswell on the Goshen-Divide Highway in Lane County from M.P. 6.20 to M.P. 6.55 and from M.P. 11.65 to M.P. 12.33. This action rescinds Speed Zone Order No. 903 dated October 31, 1983. (See Speed Zone Order No. 999.)

9) On October 11, 1991, signed an agreement with City of Lebanon covering construction of a traffic signal at the intersection of Santiam Highway and Market Street. (Transportation Commission approved July 23, 1991, as part of the Six-Year Highway Improvement Program.)

10) On October 11, 1991, signed Supplement No. 1 to an agreement with Washington County covering a change in the maintenance and power responsibilities for the traffic signals at 185th Avenue at the Tanasbourne Mall entrance and 185th Avenue at Cornell Road as part of the Sunset Highway-Walker Road Section Project. (Transportation Commission approved January 19, 1982, as part of the Six-Year Highway Improvement Program.)

Dated this 29th day of October, 1991

Dwayne Hofstetter

Dwayne Hofstetter, Traffic Engineer

October 18, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

MCKENZIE HIGHWAY PASSING BAYS (3) SECTION OF THE MCKENZIE HIGHWAY

58170	-	David & Gale Burwell	Offer:$	8,100.00

NW HOOKER ROAD-NE ALAMEDA AVENUE SECTION OF THE OAKLAND-SHADY HWY

58764	-	Frank & Sherry Gaylor	Offer:$	750.00

SILVERTON RD. - STATE ST. (PHASE 1) SECTION OF THE PACIFIC HIGHWAY

6027003	-	Mark S. Hemstreet	Offer:$	2,000,000.00
6027074	-	Robert Barlow & M. Lorraine Hogg	Offer:$	213,100.00

UPRR (GRAHAM RD.) BRIDGE #6967 SECTION OF THE COLUMBIA RIVER HWY

6066003	-	Marie Bennett	Offer:$	250.00

WOODBURN NCL - LINCOLN SECTION OF THE PACIFIC EAST HIGHWAY

57961	-	Anton & Eva Halter	Offer:$	1,500.00
57992	-	Milo & Bonnie Bibelheimer, et al	Offer:$	6,300.00
57993	-	Broughton & Harrel Corp., et al	Offer:$	4,600.00

Dated this 29th day of October, 1991.

Rod Henry, Acting Manager
Right of Way Section

731-0314A (10-90)

H

MINUTES OF 11/19/91

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Eagle-Elsner,Inc. Contract No. 10844 Acceptance Date: July 2,1991	Beaverton-Tualatin Hwy. at S.W. McDonald Washington County
A & R Construction Contract No. 10610 Acceptance Date: July 16,1991	Malheur River(Vale) Bridge Malheur County
Weaver Construction Co. Contract No.10903 Acceptance Date: July 16,1991	District 12 Oiling Umatilla County
Coral Construction Co. Contract No. 10906 Acceptance Date: July 16,1991	2nd Street O'Xing. Union County
LTM,Inc.dba Lininger Tru-Mix,Inc. Contract No.10921 Acceptance Date: July 16,1991	North Main Street- Oak St. (Ashland) Jackson County
Linnco Electric Co. Contract No. 10955 Acceptance Date: July 16,1991	Traffic Loop Repair Project (Unit2) Washington County
Berning Construction Co. Contract No.10668 Acceptance Date: July 18,1991	Parrott Creek Bridge Clackamas County
R.L. Coats Contract No. 10739 Acceptance Date: July 19,1991	Powell Butte Jct.-Forest Boundary Crook County
Babler Bros.Inc. Contract No. 10889 Acceptance Date: July 19,1991	Idaho State Line-Jordan Valley Malheur County
Fabricators,Inc. Contract No. 10892 Acceptance Date: July 19,1991	Clackamas-Boring Hwy. at S.E. 222nd Ave. Clackamas County

H

MINUTES OF 11/19/91

Hamilton Construction Co.
Contract No. 10935
Acceptance Date: July 19,1991

Long Tom River(Franklin Rd.) Bridge
Lane County

Kinchelo & Sons,Inc.
Contract No. 11050
Acceptance Date: July 22,1991

Adel Rock Production

Lake County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$7,830,025.62	$7,830,025.62
Anticipated Costs	$7,765,509.72	$7,765,509.72
Percentage Overrun (Underrun)	-0.8%	-0.8%

for Kenneth D. Leonard
Wayne F. Cobine, Manager
Office of Operations
Date 7-26-91

BMW:bmw

DELAUTH

H

MINUTES OF 11-19-91

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

RECEIVED
STATE HWY ENGR
OCT 2[illegible]'91
ASSIGNED TO
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Klamath Pacific Corp. Contract No. 11005 Acceptance Date: July 17,1991	Klamath Falls Rock Production Klamath County
J.C. Compton Contractor,Inc. Contract No. 10699 Acceptance Date: October 4,1991	N.C.L. Stanfield - Stanfield Interchange Umatilla County
R.L Coats Contract No. 10958 Acceptance Date: October 4,1991	Burns - Lawen(Phase 2) Harney County
Klamath Pacific Corp. Contract No. 11015 Acceptance Date: October 4,1991	Williamson River - Modoc Point(Middle Unit) Klamath County
Roy L. Houck Construction Company Contract No. 11021 Acceptance Date: October 4,1991	Spring Valley Creek- Salemtown Polk County
Wildish Corvallis Construction Co. Contract No. 10805 Acceptance Date: October 22,1991	Forest Boundary - Rice Road Lane County
S & K Painting,Inc. Contract No. 10931 Acceptance Date: October 22,1991	Siuslaw River(Florence) Bridge Lane County
Albany Electric,Inc. Contract No. 10967 Acceptance Date: October 22,1991	Crater Lake Hwy at Delta Waters Rd.(Medford) Jackson County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$9,578,873.43	$49,881,601.88
Anticipated Costs	$8,934,916.52	$50,276,837.63
Percentage Overrun (Underrun)	-6.7%	+0.8%

Kenneth D. Lamsal
Wayne F. Cobine, Manager
Office of Operations
Date 10-22-91

BMW:bmw

DELAUTH

H

MINUTES OF 11/19/91

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 92 [July 1]

REGION	4 Months to Date -	+	TOTAL	AVE % by REGION
1	5	4	9	+ 3.8
2	5	1	6	+ 7.1
3	5	4	9	- 0.3
4	5	2	7	+ 2.0
5	6	1	7	- 4.7
TOTAL	26	12	38	+ 0.8

- Projects underrunning Original Authorization
+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Roadway Engineer, the following actions were taken:

1) On August 2, 1991, signed Supplement No. 1 to a personal service contract with OTAK Inc., covering preliminary engineering of the Banks SCL-Forest Grove NCL Section of the Nehalem Highway in Washington County. This supplement extends the contract completion date to December 1, 1992. (Transportation Commission approved September 19, 1989.)

2) On August 2, 1991, signed Supplement No. 1 to a personal service contract with OTAK Inc., covering engineering services for the Yamhill County Line-Holmes Gap (South Unit) Project on Pacific Highway West in Polk County. This supplement extends the completion date to August 1, 1992. (Transportation Commission approved September 19, 1989.)

Dated this 28th day of October, 1991

Jack Sullivan
Roadway Engineer

October 18, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following actions were taken:

1) On September 11, 1991, approved a personal service contract with Earth Science Technology covering underground storage tank tightness testing in District 3 at the Santiam Junction and Detroit Maintenance Stations and at Minto Stockpile site. This contract is effective September 11 through November 1, 1991, at a cost not to exceed $1,876.

2) On September 20, 1991, approved a personal service contract with NDE Corporation covering tank tightness testing on two storage tanks located at the maintenance stations in Newberg and Woodburn. This contract is effective September 20 through September 30, 1991, at a cost not to exceed $690.

Dated this 28th day of October, 1991

Ken Husby
Region 2 Engineer

October 18, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following action was taken:

1) On October 3, 1991, approved a personal service contract with PACAM Engineering, Inc., covering restoration of the Boardman Safety Rest Area Lagoon on I-84 in Morrow County. This contract is effective October 3 through November 15, 1991, at a cost not to exceed $9,880.

Dated this 28th day of October, 1991

J. X. Wilson
Region 5 Engineer

October 18, 1991

731-0314 (10-90)

L

MINUTES OF 11/19/91

Oregon

DEPARTMENT OF
TRANSPORTATION

AERONAUTICS
DIVISION

COM 5-1

November 4, 1991

MEMO TO: Oregon Transportation Commission

FROM: Paul Meyerhoff II
Aeronautics Administrator

SUBJECT: Agenda Item for November 12, 1991 Commission Meeting (Actions by Aeronautics Administrator under delegated authority)

The following information report is submitted regarding contractual and real property actions taken by me under the authority delegated by the Transportation Commission.

It will appear on the agenda as an information only item.

Contractual Action

1. 7/24/90 Preapplication for Federal Assistance, FAA, Portland Vancouver Metro Area System Plan, Project total $100,000, federal share $90,000, state share $10,000.

2. 8/28/90 Amendment No. 3 to Personal Service Contract P-2-89, Bandon/Brookings Master Plan, Reid Middleton, extends end date to November 30, 1990.

3. 9/2/90 Personal Service Contract P-2-90, Franzoy Corey, Ashland, Illinois Valley, Josephine County Master Plan, $117,167, end date October 31, 1991.

4. 9/10/90 Preapplication for federal assistance, OCASP 10 (S-8) Oregon Continuous Aviation System Plan, Project total $111,112, Federal share $100,000, state share $11,112.

5. 9/14/90 Application for Federal Assistance, FAA, Portland Vancouver Metro Area System Plan, Project total $110,233, state share $11,023, federal share $99,210.

6. 10/2/90 Personal Service Contract P-3-90, Wilsey & Ham, Hood River, Lebanon, The Dalles Multiple Master Plan, $117,1084, ends 10/31/91.

7. 11/28/90 Amendment No. 4 to Personal Service Contract P-2-89, Bandon/Brookings Master Plan, extends end date to 12/31/90.

3040 25th Street SE
Salem, OR 97310-0100
(503) 378-4880
FAX (503) 373-1688
Toll-free 1-800-874-0102

8.	12/20/90	Amendment No. 5 to Personal Service Contract P-2-88-VI, Marjorie Hanley and Associates, extends end date to March 30, 1991.
9.	12/20/90	Personal Service Contract P-1-91, Robert O. Brown, AIP SMMP, $11,760, end date 12/31/91.
10.	12/26/90	Amendment No. 5 to Personal Service Contract P-2-89, Bandon/Brookings Master Plan, extends end date to May 31, 1991.
11.	1/29/91	Personal Service Contract P-2-91, System Plan Study, AvPlan Consultants, consideration adjusted to $35,690, end date 8/30/91.
12.	3/22/91	Amendment No. 5 to Personal Service Contract P-3-88, Marjorie Hanley and Associates, extends end date to 7/31/91.
13.	3/22/91	Amendment No. 6, Personal Service Contract P-2-88-VI, Marjorie Hanley and Associates, extends end date to 5/31/91.
14.	5/10/91	Personal Service Contract, System Plan, Commercial Air Service Facility Needs Study (CASP 9 S7B), Air Tech, $65,300, end date 7/31/92.
15.	5/29/91	Amendment No. 6 to Personal Service Contract P-2-89, Bandon Brookings Master Plan, Reid Middleton, extends end date to 6/30/91.
16.	6/4/91	Personal Service Contract, Loran-C, Paul E. Burket, $19,350, end date 5/31/92.
17.	6/12/91	Amendment No. 7 to Personal Service Contract No. P-2-88-VII, Marjorie Hanley and Associates, extends end date to 6/30/91.
18.	6/17/91	Personal Service Contract, Search & Rescue Review, Leon Riggs, $15,000, end date 10/4/91.
19.	6/28/91	Amendment No. 7 to Personal Service Contract P-2-89, Bandon Brookings Master Plan, Reid Middleton, extends end date to 8/31/91.

MINUTES OF 11/19/91

20.	7/18/91	Amendment No. 6 to Personal Service Contract P-3-88-VII, Marjorie Hanley and Associates, extends contract date to 9/30/91.
21.	7/23/91	Voluntary Cleanup Agreement, Department of Environmental Quality, Independence State Airport.
22.	7/24/91	Grant Offer, System Plan 3-41-0000-S8, FAA, $210,000.
23.	7/25/91	Amendment No. 1 to Grant Application, Oregon State System Plan 3-41-0000-S7, Portland Vancouver System Plan.
24.	7/28/91	Amendment #1 to Personal Service Contract P-2-91, AvPlan, extends end date to 8/30/91.
25.	8/22/91	Personal Services Continuing Contract for environmental site assessment, Century West Engineering Corporation, $50,000, end date 12/10/93.
26.	8/29/91	Grant Agreement, Aurora State Airport, to extend runway, taxiway, construct taxiway, marking, lighting, relocate VASI, relocate road, revise ALP, grant amount $652,796.
27.	9/9/91	Amendment No. 1 to Chiloquin Grant Agreement, Project No. 3-41-0012-02, deletes acquisition of certain parcels and adds Airport Layout Plan Update, decrease total amount of grant from $330,000 to $300,000.
28.	9/23/91	Amendment No. 7 to Personal Service Contract P-3-88-VII, CASP 7 System Plan, extends end date to 3/30/92.
29.	10/16/91	Amendment #1 to Personal Service Contract P-1-91, R. O. Brown, extends end date to 3/31/91.
30.	10/29/91	Amendment No. 1 to to Personal Service Contract P-2-90, Stanley, Franzoy-Corey Engineering, South Multiple Master Plan, extends end date to 3/31/91.
31.	10/30/91	Personal Service Contract, Airport Layout Plan and Environmental Assessment, Chiloquin State Airport, Stanley, Franzoy-Corey, end date 4/30/92.
32.	10/30/91	Amendment No. 1 to Personal Service Contract P-3-90, Wilsey & Ham, North Multiple Master Plan, extends end date to 3/31/92.

33. 12/20/91 Amendment No. 4 to Personal Service Contract No. P-3-88-VII, Marjorie Hanley and Associates, extends end date to 3/30/91.

Real Property Action

1. 4/12/91 Noncommercial Hangar Site Lease, Bandon State Airport, Site 2, Frank Crook, $390.00, expires 3/31/96.

2. 5/10/91 Noncommercial Hangar Site Lease, Cottage Grove State Airport, Site A-1, Ronald L. Berry, $270.00 annually, expires 4/30/96.

3. 4/30/91 Commercial Hangar Site Lease, John Day State Airport, site 2, Lawrence Haywood and Grant County, $483.84 annually, expires 1/21/96, approval only.

4. 4/30/91 Noncommercial Hangar Site Lease, John Day State Airport, Site 7, Reg King and Grant County, $110.25 annually, expires 5/31/96, approval only.

5. 5/20/91 Amendment No. 1 to Noncommercial Hangar Site Lease, Independence State Airport, Site 13, Gordon Clappison, changes premises from Site 14 to Site 13.

6. 5/2/7/91 Noncommercial Hangar Site Lease, Independence State Airport, Site 17, Ralph Beathe, 2,250 sq. ft, expires 5/31/96, $225.00 annually.

7. 5/10/91 Termination of Water Well Use Agreement dated 1/1/87, Wasco State Airport.

8. 7/2/91 Amendment #5 to Commercial Acreage Lease, Aurora Business Park, leases optioned property, options leased property, effective 7/1/91.

9. 7/12/91 Termination of Noncommercial Hangar Site Lease, Independence State Airport, Site 16, Myron Bish, effective 11/1/91.

10. 9/20/91 Commercial Hangar Site Lease, Joseph State Airport, Site as shown on Ex. "A", Kessler Family Trust, 6,630 sq. ft., expires 8/15/96, $1,060.80 annually.

11. 7/2/91 Commercial Hangar Site Lease, Aurora State Airport, Site as shown on Ex "A", Aurora Airport Hangar Association, 1.4 acres, expires 5/31/96, $2429.00 annually.

12.	9/18/91	Ingress/Egress Agreement, Wakonda Beach State Airport, Ronald R. Burket, $10 per month per aircraft, expires 2/28/96.
13.	7/12/91	Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-4, Sam Ybarra, $150.00 annually, expires 5/29/96.
14.	8/19/91	Amendment No. 3 to Ingress/Egress Permit, Bandon State Airport, establishes fee for use effective 4/1/91.
15.	9/18/91	Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-3, Charles Scott Davis, 1,500 sq. ft, $150.00 annually, expires 8/5/96.
16.	10/4/91	Noncommercial Hangar Site Lease, Chiloquin State Airport, Site 4, Ray Bernhardt, 1,750 sq. ft., $140.00 annually, expires 3/31/93.
17.	10/10/91	Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-14, Leslie Adams, 1,500 sq. ft, $150.00 annually, expires 6/30/96.
18.	10/17/91	Noncommercial Hangar Site Lease, Cottage Grove State Airport, Site N-8, 1,850 sq. ft., Ronald Taylor, $185.00 annually.
19.	10/21/91	Amendment No. 1 to Commercial Hangar Site Lease, Independence State Airport, Just Plane Parts, decreases consideration $400 per year for period 6/1/91 to 5/31/94 (in exchange for taxiway construction.
20.	10/24/91	Noncommercial Hangar Site Lease, Chiloquin State Airport, Site 21, Howard Corbin, $140.00 annually, expires 3/31/93.

lz

cc: Fran Neavoll
Donald E. Forbes
Lynn Rosik
Judy Gregory
John Elliott
Andy Booz
Ed Schoaps
Carol Mitchell

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	11/19/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

October 9, 1991

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

October 9, 1991 $9,629,191.99 was distributed to the counties as their share of motor vehicle revenues for the month of September, 1991.

October 9, 1991 $6,113,310.78 was distributed to the cities for the month of September, 1991.
(List of apportionments on file in Commission Files, Salem.)

Dated this 9th day of October, 1991.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

MINUTES

OF THE

OREGON TRANSPORTATION COMMISSION TELEPHONE MEETING

HELD ON

DECEMBER 17, 1991

The Oregon Transportation Commission held its regular monthly meeting by telephone at 10 a.m., December 17, 1991, originating in Room 135 of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.)

The following persons were on the telephone at the locations given:

Michael P. Hollern, Chairman, Bend
John Whitty, Vice Chairman, Coos Bay
Cynthia J. Ford, Member, Ashland
David F. Bolender, Member, Sandy
Donald E. Forbes, Director of Transportation, Salem
John Elliott, Assistant Director for Strategic Planning and Communications, Salem
Tony B. Lewis, Assistant Director for Finance, Salem
Bill Anhorn, Deputy State Highway Engineer, Salem
Wanda Kennedy, Assistant Administrator of Aeronautics Division, Salem
Jane Cease, Administrator of Motor Vehicles Division, Salem
Fran Neavoll, Commission Services, Salem

There were other staff persons present.

Commissioner Bolender moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the following meetings:

   A) October 29 and 30, 1991 (Workshop).
   B) November 18 and 19, 1991.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2841 in Commission's files, Salem.)

3) Renewed an interagency service agreement between the Motor Vehicles Division and the Department of State Police (OSP) to provide up to $140,000 to OSP to assist in verifying the vehicle identification number on all out-of-state motor vehicles. The purpose of the inspection program is to reduce the instances of stolen vehicles being brought into Oregon and then being resold. (Authorized Administrator of Motor Vehicles to sign agreement.)

(Continued on next page)

4) Payment of 1991-92 membership dues in the amount of $11,274.24 to the American Association of Motor Vehicle Administrators.

5) The following Special City Allotment Project for 1992 in the City of Stanfield was approved. The project in Long Creek approved by the Commission on October 15, 1991, is ineligible for funding. (Authorized Deputy State Highway Engineer to sign necessary agreement.)

ADDITION TO 1992 SPECIAL CITY ALLOTMENT PROGRAM

City	Project Approved	Reg	SCA	City	Total
Stanfield	Page Ave. (Hwy. 395-Glendining)	5	$25,000	0	$25,000
	Project Canceled				
Long Creek	First, Hardisty, Second and "B" Streets	5	$25,000	0	$25,000

6) A request for $5,000 as a 50-50 matching grant from the Aeronautics Division Financial Aid to Municipalities Program for an air service marketing study through the Northeast Oregon Air Service Task Force.

7) Reappointed Ron Steinbock, Boyd Williamson, and Lisa Buswell Dahl to the Oregon Aviation Advisory Committee for a four-year term of office, effective January 1, 1992, through December 31, 1995.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Assistant Director for Strategic Planning and Communications	Exhibit C
Assistant Director for Finance	Exhibit D
State Highway Engineer	Exhibit E
Program Manager	Exhibit F
Traffic Engineer	Exhibit G
Right of Way Manager	Exhibit H
Office of Operations, Maintenance/Construction Manager	Exhibit I
Region 3 Engineer	Exhibit J
Engineer of Materials and Research	Exhibit K
Highway Controller	Exhibit L

The Commission confirmed their next meeting date of January 21, 1992, in Salem.

The Commission tentatively set February 18 and 19, 1992, in Hillsboro. Chairman Hollern mentioned there may be a possible conflict with the April Commission meeting date.

Mr. Forbes told the Commission that a presentation had been made to the Governor's Task Force on the proposed reorganization of the Department. He said the Task Force was complimentary and appeared to be in agreement with the proposed restructuring into a single department. Informal discussions have been held with the unions and no great concerns were expressed. He also mentioned that contacts are being made with interest groups and legislators to obtain support. He commented that the proposed reorganization will be discussed at the January meeting for a decision by the Commission on whether to proceed with the restructuring process.

Mr. Forbes briefly commented that Congress had passed the Surface Transportation Assistance Act and a complete report will be presented at the January meeting as to how Oregon will benefit.

Jane Cease advised the Commission that a report had been prepared by the Motor Vehicles Division in response to a 1991-1993 legislatively-adopted budget note. This note directed them to report to the Emergency Board on specific management and administrative actions taken to increase efficiency and meet identified service goals. She commented Mr. Forbes had suggested some changes in format and the revised report will be presented to the Commission prior to submittal to the Emergency Board in January. She explained the report identifies and describes changes made throughout the Division that have increased operational efficiency, reduced costs, or allowed the Division to better meet service level goals. She indicated most of the reported changes were initiated within the last one and one-half years since June of 1989. (Copy of interim report dated December 4, 1991, in Commission's files, Salem.) Commissioner Ford moved that the report be submitted to the Emergency Board and the motion carried unanimously by the Commission.

Mr. Anhorn requested authority to enter into agreements to assist in the restoration and maintenance of covered bridges. He explained that Senate Bill 562 allocated lottery funds in the amount of $250,000 for the restoration of covered bridges, publicly or privately owned, open to public access. In addition, Senate Bill 273 allocates $220,000 in Highway Funds for maintenance of the publicly-owned bridges in vehicular service and for administration of the program. He said grants will be made through a 50% match program with a maximum of $50,000 per project. Commissioner Bolender moved for approval of the request and the motion carried unanimously. The Commission also authorized the Deputy State Highway Engineer to sign the necessary agreements.

Mr. Anhorn requested authority to exchange Federal-Aid Secondary County Funds for State Funds to help finance several County road projects. He explained this would be an amendment to the agreement with the Association of Oregon Counties covering their guidelines and working procedures. He said the exchanged State funds will be used to finance the following projects:

Program	Dollars and Time Line
County Roads Technical Assistance Program (2 positions) and the Technology Transfer (T2) Center.	$300,000 1-1-92 to 1-1-93
Integrated County Road Information System for the purchase of computers and software for all 36 counties.	$850,000 1-1-92 to 12-31-92

Vice Chairman Whitty moved for approval to exchange the funds and the motion carried unanimously. The Commission also authorized the Deputy State Highway Engineer to sign the necessary amendment.

Mr. Anhorn requested approval to cancel a construction project and to add a protective fencing project to the current 1991-96 Six-Year Highway Improvement Program. In addition, he requested transferring funding for two bikeway projects and to approve the Bikeway Program Local Assistance Projects for funding in Fiscal Year 1993. Commissioner Bolender moved for approval of the following changes to the Program and the motion carried unanimously. The Commission also authorized the Deputy State Highway Engineer to sign the necessary agreements.

Cancelled the Oregon Coast Highway at Pacific Plaza Shopping Center Project in Newport, US101, Milepoint 139.21-139.23, Lincoln County. Estimated construction: $105,000. Region requested the project be cancelled. The installation of a traffic signal at 20th Street has created a favorable traffic gap and reduced the number of accidents at the shopping center. The Highway Plan recommends against installing traffic signals at private driveways on statewide highways. The City of Newport and the owners of the shopping center have raised no objections.

Added the protective fencing on the Gilham Road Undercrossing, Beltline Highway No. 69, Milepoint 10.86, Lane County. Estimated construction: $21,000. When the Overpass Screening Priority List was developed, Region had not been apprised by the City of Eugene of the number of object-throwing incidents occurring at this structure. Because of the frequency of the incidents and the location of the structure, Region requested adding this project to the 1992 construction schedule and postponing the currently-scheduled London Road Undercrossing Project until 1993.

(Continued on next page)

Transferred bikeway funds.

From: Hall Boulevard-Upper Boones Ferry Road (Bikeway), Beaverton-Tualatin Highway No. 141, Milepoint 7.10-7.70;

To: Scholls Highway-Allen Boulevard Section, Murray Boulevard, Washington County. Estimated construction: $200,000.

This project was to be contracted prior to July 1, 1992. Washington County has informed us that they will be unable to meet that deadline. The County proposed delaying this project until 1993 and will fund at their sole cost. The County requested that the $200,000 from Hall Boulevard be used to fund the Scholls Highway-Allen Boulevard Section of Murray Boulevard, which is a County Project. This proposal would keep the Bikeway Program funding on track for Fiscal Year 1992.

Fiscal Year 1993 Local Bikeway Projects.

PROJECT	APPLICANT	EST. COST
Bikeway Master Plan	Harrisburg	$ 2,500
Bikeway Master Plan	Milton-Freewater	6,160
Bikeway Master Plan	Silverton	3,359
Bikeway Master Plan	Wasco County	5,050
Hemlock Street Bikeway	Cannon Beach	50,000
Main Street Bikeway	Crook County	47,323
Center Street Bikeway	Marion County	37,360
Montee Drive Bikeway	Pendleton	50,000
Center Street Bikeway	Salem	32,000
Walker Road Bikeway	Washington County	50,000
Brooten Road Bikeway	Tillamook County	41,941
	TOTAL:	$325,693

Fiscal Year 1993 Local Bikeway Project Alternates.

PROJECT	APPLICANT	EST. COST
Glen Echo Bikeway	Gladstone	$ 24,000
18th Street Bikeway	St. Helens	18,200
	TOTAL:	$ 42,200

Mr. Anhorn requested renewing an agreement with the Oregon All-Terrain Vehicle Association, who performs field administration of the ATV Program. He explained that the Highway Division provides office administration and management support. The current agreement will expire on December 31, 1991, and the project cost is $66,500. Commissioner Ford moved for renewing the agreement and the motion carried unanimously. The Commission authorized the Deputy State Highway Engineer to sign the agreement.

Mr. Anhorn presented a resolution that would designate the Oregon Coast Highway (US101) as a scenic highway/byway of national significance. He explained there is no current definition at the Federal or State level for a scenic byway. He said the Scenic Byway Program contained in the recently-passed Surface Transportation Act will attempt to define a scenic byway through the activation of a national committee. By applying for the interim funds in this Act for US101, it is hoped to help define that definition. He said to be eligible for the interim program, the corridor must be designated as a scenic byway by the respective State. He requested adoption of the resolution that would qualify Oregon for these interim funds without committing Oregon to any Federal constraints as none have been developed. He explained the adoption of this resolution would allow Oregon to apply for Federal Funds that will permit the coordination necessary to make US101 a first-class scenic corridor.

Vice Chairman Whitty asked that the minutes clarify the Commission would be designating this highway as a scenic highway for Federal purposes and not as an historic and scenic highway under the Oregon statutes which are more limited in their application. With that understanding, Vice Chairman Whitty moved for adoption of the resolution.

John Powell, representing Central Lincoln People's Utility District, was present. He stated they do not have a concern with the designation but wanted to participate in the process to make sure any kind of potential improvement or beautification have some form of cost-sharing beyond the boundaries of their district.

The motion carried unanimously by the Commission adopting the resolution. (See Miscellaneous Resolution No. 280 in Commission's files, Salem.)

In the absence of Mr. Meyerhoff, Wanda Kennedy asked the Commission to approve a request to the City of Eugene for $10,000 as a 50/50 matching grant from the Financial Aid to Municipalities Program for a proposed regional fire-training facility. Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission approving the request.

John Elliott reported that the Federal Railroad Administration has set January 1, 1992, as the deadline for applications using funds from the Local Rail Freight Assistance Program. As a part of this process, Commissioner Bolender moved for approval of the following items as recommended by Mr. Elliott. The motion carried unanimously by the Commission.

1) Approved a Supplement to the 1986 update of the Oregon Rail Plan. (Copy in Commission's files, Salem.)

(Continued on next page)

2) Apply for and expend funds from the Federal Railroad Administration for the Port of Tillamook Bay Railroad. The Department will request $545,947 in LRFA Funds to be matched with $233,977 in local funds for a total project cost of $779,924. The funds would be used to rehabilitate and paint a 185-foot-high steel bridge located at M.P. 798.79.

3) Authorized the Director to sign related grant agreements and contracts with the Federal Railroad Administration and the Railroad.

Tony Lewis asked for the Commission's approval of a request to the January Emergency Board for an increase of $658,125 in the Motor Vehicles Division's other fund expenditure limitation. He explained this increase is needed for monthly payments on certificates of participation to finance purchase and renovation of the Division's existing leased Headquarters Building and construction of a new building addition. Commissioner Ford moved for approval of the request and the motion carried unanimously by the Commission.

Tony Lewis asked for approval to appear before the January Emergency Board to transfer $200,000 from an administration program surplus to correct a construction program shortfall in the 1989-91 biennium. He indicated this $121,717 overrun amounts to less than .02% of the $663,762,219 Highway Division's Budget. Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission approving the appearance before the Emergency Board to request this change in the 89-91 budget.

There being no further business to discuss, Chairman Hollern adjourned the telephone meeting at 10:30 a.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

absent for approval

Roger L. Breezley, Commissioner

Commission Services

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - YAQUINA BAY BRIDGE (NEWPORT) SECTION [Schedule "A"]

County: Lincoln
Type of Work: Bridge Rehabilitation and Cathodic Protection
Highway: OREGON COAST (US-101)
F.A. No. BHF-2-4(30)

Contract No.: 11105

No. of Bidders: 4

Low: F. E. Ward, Inc., Vancouver, WA	$13,206,510.00
2nd: Sipco Services & Marine, Inc., Humble, TX	$14,923,165.00
3rd: Pacific Ventures Associates, Inc., Bellevue, WA	$18,054,040.80

Engineer's Recommendation: Pending.

- YAQUINA BAY BRIDGE (NEWPORT) SECTION [Schedule "B"]

County: Lincoln
Type of Work: Bridge Rehabilitation and Cathodic Protection
Highway: OREGON COAST (US-101)
F.A. No. BHF-2-4(30)

Contract No.: 11105

No. of Bidders: 4

Low: F. E. Ward, Inc., Vancouver, WA	$10,436,830.00
2nd: Sipco Services & Marine, Inc., Humble, TX	$11,077,920.00
3rd: Pacific Ventures Associates, Inc., Bellevue, WA	$15,130,000.08

Engineer's Recommendation: Pending.

#2 - HAWTHORNE BRIDGE #2757G (TRUSS & LIFT SPANS) SECTION

County: Multnomah
Type of Work: Bridge Rehabilitation Phase II
Highway: HAWTHORNE BLVD
F.A. No. BHM-9366(4)

Contract No.: 11118

No. of Bidders: 5

Low: Christie Constructors, Inc., Emeryville, CA	$1,404,710.00
2nd: Triad Mechanical, Inc., Portland, OR	$1,450,829.50
3rd: Green International, Inc., dba Denver Green International, Denver, CO	$1,538,292.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Multnomah County and receipt of deposit from the County.

APPROVED BY
MICHAEL P. HOLLERN
Date 10-31-91

#3 - TROUTDALE - DESCHUTES RIVER SECTION

County: Hood River — Highway: COLUMBIA RIVER (I-84)
Type of Work: Signing — F.A. No. IR-84-2(33)017

No. of Bidders: 3 — Contract No.: 11117
Low: David A. Mowat Company, Kirkland, WA — $1,196,032.00
2nd: Coral Construction Company, Wilsonville, OR — $1,208,795.50
3rd: Mocon Corporation, Salem, OR — $1,322,632.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#4 - E. PENDLETON INTCHGE. - EMIGRANT HILL SECTION

County: Umatilla — Highway: OLD OREGON TRAIL (I-84)
Type of Work: Roadwork and Signing — F.A. No. IR-84-6(20)213

No. of Bidders: 5 — Contract No.: 11119
Low: Kiewit Pacific Co., Vancouver, WA — $2,484,999.00
2nd: Roy L. Houck Construction Company, Salem, OR — $2,535,256.00
3rd: Acme Materials & Construction Company, Spokane, WA — $2,536,551.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#5 - WILLAMETTE RIVER - BALDOCK SRA SECTION

County: Clackamas — Highway: PACIFIC (I-5)
Type of Work: Roadwork, Structures, Signing, and Illumination — F.A. No. MAIR-5-5(123)281

No. of Bidders: 5 — Contract No.: 11120
Low: Wildish Standard Paving Co., Eugene OR — $4,769,091.00
2nd: Kiewit Pacific Co., Vancouver, WA — $5,133,786.00
3rd: Morse Bros., Inc., Lebanon, OR — $5,556,493.25

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-31-91

#6 - S.W. 170TH AVENUE AND S.W. 198TH AVENUE SECTION

County: Washington — Highway: TUALATIN VALLEY (OR-8)
Type of Work: Roadwork and Signing — F.A. No. State Operations

	Contract No.: 11121
No. of Bidders: 6	
Low: Fabricators, Incorporated, Salem, OR	$84,966.50
2nd: James W. Fowler Co., Dallas, OR	$85,654.00
3rd: Eagle Elsner, Inc., Tigard, OR	$92,210.00

Engineer's Recommendation: Award to low responsive bidder.

#7 - M.L. KING, 48TH AND FOSTER SIGNALS SECTION

County: Multnomah — Highway: PORTLAND AREA STREETS
Type of Work: Traffic Signal — F.A. No. MG-0000(12)

	Contract No.: 11122
No. of Bidders: 6	
Low: Mill Plain Electric, Inc., Vancouver, WA	$76,513.50
2nd: E. County Electric Co., dba Highlite Const. Co., Inc., Brush Prairie, WA	$76,897.00
3rd: H. & H. Electric, Inc., Portland, OR	$81,898.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit from the City.

#8 - ONTARIO SIGNAL REPLACEMENT PROJECT

County: Malheur — Highway: VARIOUS HIGHWAYS
Type of Work: Traffic Signals — F.A. No. State Operations

	Contract No.: 11123
No. of Bidders: 6	
Low: Marca Electric, Inc., Coquille, OR	$133,729.00
2nd: Tigard Electric, Inc., Newberg, OR	$140,405.00
3rd: Albany Electric, Inc., Albany, OR	$153,590.00

Engineer's Recommendation: Award to low responsive bidder.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-31-91

#9 - WEST FORK DRY CREEK BRIDGE SECTION

County: Morrow
Type of Work: Roadwork, and Structure

Highway: WASCO-HEPPNER (OR-206)
F.A. No. RS-149(3)

No. of Bidders: 13

Contract No.: 11124

Low: Tidewater Contractors, Inc., Brookings, OR	$158,522.00
2nd: Jal Construction, Inc., Bend, OR	$164,726.00
3rd: Dice Construction, Inc., Bend, OR	$168,045.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#10 - STRAWBERRY LANE - OATFIELD ROAD (BIKEWAY) UNIT 1 SECTION

County: Clackamas
Type of Work: Roadwork, Bikeway, and Signing

Highway: EAST PORTLAND FREEWAY (I-205)
F.A. No. State Operations

No. of Bidders: 17

Contract No.: 11125

Low: Eagle Elsner, Inc., Tigard, OR	$185,357.60
2nd: Dice Construction, Inc., Bend, OR	$186,640.25
3rd: Clackamas Construction, Inc., Clackamas, OR	$199,332.00

Engineer's Recommendation: Award to low responsive bidder.

#11 - W.C.L. JOHN DAY - CANYON CREEK SECTION

County: Grant
Type of Work: Roadwork and Signing

Highway: JOHN DAY (US-26)
F.A. No. State Operations

No. of Bidders: 5

Contract No.: 11126

Low: Dice Construction, Inc., Bend, OR	$486,757.00
2nd: R. L. Coats, Bend, OR	$528,184.00
3rd: Weaver Construction Co., La Grande, OR	$609,583.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of Grant County and receipt of deposit from the County.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-31-91

#12 - SANDY ECL - ALDER CREEK SECTION

County: Clackamas
Type of Work: Roadwork, Guard Rail and Signing

Highway: MT HOOD (US-26)
F.A. No. HESG-24(57)

No. of Bidders: 6
Contract No.: 11127

Low: N-B Hatch Co., Wilsonville, OR	$549,512.00
2nd: Dirt & Aggregate Interchange, Inc., Troutdale, OR	$589,388.95
3rd: Alexander-Martin, Inc., Jerome, ID	$593,721.49

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#13 - ABERNETHY ROAD - BEAVERCREEK ROAD SECTION

County: Clackamas
Type of Work: Roadwork

Highway: CASCADE SOUTH (OR-213)
F.A. No. HES -78(16)

No. of Bidders: 18
Contract No.: 11128

Low: Clearwater Construction Co., Tigard, OR	$535,027.00
2nd: Emery & Sons Construction, Inc., Stayton, OR	$537,003.00
3rd: Benge Construction Co., Lake Oswego, OR	$540,669.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#14 - CRATER LAKE BOUNDARY - FORT KLAMATH SECTION

County: Klamath
Type of Work: Roadwork, Structures, and Signing

Highway: CRATER LAKE (OR-62)
F.A. No. RS-103(5)

No. of Bidders: 4
Contract No.: 11129

Low: Fabricators, Incorporated, Salem, OR	$4,209,131.00
2nd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$4,234,314.05
3rd: Kiewit Pacific Co., Vancouver, WA	$4,370,680.70

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Klamath County and receipt of deposit from the County.

On October 31, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on October 24, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 2, 3, 4, 5, 7, 9, 12, 13, and 14, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 11 day of November, 1991

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

A

12/17/91

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - TACOMA ST INTCHGE - 17TH AVE CONNECTION, UNIT 2

County: Multnomah
Type of Work: Roadwork, Structure, Signing, Illumination, Signals, and Landscaping

Highway: PACIFIC EAST (OR-99E)
F.A. No. IX-26(49)

No. of Bidders: 7 — Contract No.: 11106

Low: Ross Bros. Construction Inc., Salem, OR	$9,753,605.30
2nd: F. E. Ward, Inc., Vancouver, WA	$10,009,813.00
3rd: Kiewit Pacific Co., Vancouver, WA	$10,688,068.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On October 14, 1991, I accepted the State Highway Engineer's recommendation for award of the project on which bids were received on October 10, 1991, and authorized him to sign the contract when conditions for the award has been met. If the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 14 day of November, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report these actions for your official records:

1) All-Terrain Vehicle Project Agreement with Jackson County for the development of an ATV ride area at the Jackson County Sports Park near White City. The total cost of this project is $56,728 with the Division's portion being $44,945 or 79 percent whichever is less. (Duane Christensen approved October 29, 1991 for the Deputy State Highway Engineer. Authorize State Highway Engineer to sign necessary agreement.)

2) Authorize Administrator Nominee of Traffic Safety Division to enter into and sign a personal service contract to provide training to cities and counties throughout Oregon in a series of 10 workshops. These one-day training workshops will illustrate the safety-related issues of road surfaces, slopes, signs and delineations, sign supports, clear zones, guardrails, and bridge rails. Contract cost shall not exceed $18,000.

Dated this 11 day of November, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

November 4, 1991

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Interagency agreement with Oregon State University to study truck tire issues, principally an evaluation of the impacts caused by high pressure tires and single tires for $20,000. This study is needed to address concerns raised during the 1991 legislative session and to develop credible results for use in the 1992 Cost Responsibility Study. (Approved by Bill Anhorn on November 5, 1991. Authorize State Highway Engineer to sign necessary agreement.)

Dated this 11 day of November, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

November 5, 1991

731-0314(12-90)

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

(1) LINCOLN COUNTY: Yaquina Bay Bridge (Newport) Section of the Oregon Coast Highway (US-101). FAP No. BHF-2-4(30). Bridge rehabilitation and cathodic protection.

	SCHEDULE "A"
F. E. Ward, Inc., Vancouver, WA	$ 13,206,510.00
SIPCO Services & Marine, Inc., Humble, TX	14,923,165.00
Pacific Ventures Associates, Inc., Bellevue, WA	18,054,040.80
Green International, Inc., A Corporation of Iowa, dba Denver Green International, Inc., Denver, CO	19,351,334.00

	SCHEDULE "B"
F. E. Ward, Inc., Vancouver, WA	$ 10,436,830.00
SIPCO Services & Marine, Inc., Humble, TX	11,077,920.00
Pacific Ventures Associates, Inc., Bellevue, WA	15,130,000.08
Green International, Inc., A Corporation of Iowa, dba Denver Green International, Inc., Denver, CO	16,493,225.00

(Contract No. 11,105)

On November 14, 1991, I accepted the State Highway Engineer's recommendation to award the contract on which bids were received on October 24, 1991, to the low responsive bidder, F.E. Ward, Inc., Vancouver, WA, covering Schedule B for bridge rehabilitation and cathodic protection on the Yaquina Bay Bridge (Newport) on the Oregon Coast Highway, Lincoln County, in the amount of $10,436,830. This action was pending DBE review and subject to concurrence of the Federal Highway Administration. If the low bidder fails to meet DBE requirements, State will award to the next lowest bidder pending DBE review and cost justification. I also authorized him to sign the contract when conditions for the award have been met.

Dated this 25 day of November, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

1) All-Terrain Vehicle Project Agreement with Klamath County for the installation of an off-road vehicle course enclosure at Bill Scholtes Sportsman Park. The original agreement expired on July 1, 1991 prior to the completion of the entire project. The total cost of this agreement will be paid by the Division with an amount not to exceed $10,500 and was approved by the All-Terrain Vehicle Account Allocation Committee On April 20, 1991. Approved by William Anhorn on November 13, 1991. (Authorize State Highway Engineer to sign necessary agreement.)

2) Consultant services contract to develop a two-day partnering orientation workshop to assist in identifying a joint perception of the projects' mission, goals, and objectives. A major goal is to develop a single management team approach. This partnering technique would be used on four construction projects and one development project. Total cost not to exceed $25,000 with an additional $25,000 one-year renewal clause. Approved by William Anhorn on November 13, 1991. (Authorize State Highway Engineer to sign necessary contracts.)

Dated this 25 day of November, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

November 15, 1991

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Personal service contract with Stop Oregon Litter and Vandalism (SOLV) for providing a statewide educational program for reducing litter and vandalism of public property. Total cost of the contract will not exceed $48,000 and will continue the program through June 30, 1992. (Authorize State Highway Engineer to sign necessary contract.)

Dated this 25 day of November, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

November 22, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following actions and report these actions for your official records:

1) On October 21, 1991, approved an interagency agreement between Economic Development Department and Department of Transportation covering the Statewide Signage System Study Project.

2) On October 23, 1991, signed an interagency agreement with Oregon State University covering the youth traffic safety program, Oregon Student Safety on the Move (OSSOM). This agreement is effective July 1, 1991, through June 30, 1993, at a cost not to exceed $240,000. (Transportation Commission approved October 15, 1991. Gregory signed for Director.)

Dated this 27th day of November ,1991

Director

November 25, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Strategic Planning and Communications (Subdelegation Order No. DIR-8), the following action was taken:

1) On October 7, 1991, approved a personal service contract with Arlene Landry for a speech writing consultation covering the Transportation Plan Policy Element. This contract is effective October 7 through 14, 1991, at a cost not to exceed $325.

Dated this 25th day of November, 1991

John Elliott

John Elliott
Assistant Director for Strategic Planning and Communications

November 25, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Assistant Director for Finance, the following action was taken:

1) On November 6, 1991, approved an interagency agreement with Chemeketa Community College to conduct three training sessions titled "Training For The Non-Trainer". This agreement is effective November 19 through December 4, 1991, at a cost not to exceed $2,410.

Dated this 27 day of November, 1991

Tony Lewis

Tony Lewis
Assistant Director for Finance

November 25, 1991

NOV 27 19

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On September 6, 1991, approved Supplement No. 1 to an interagency agreement with Travel Information Council covering administration of signs listed in the "General Motorist Services" sections of the Manual of Uniform Traffic Control Devices. The supplement also covers shared costs for the heritage marker program. This supplement is effective September 6, 1991, through June 30, 1993, at a cost not to exceed $14,000.

2) On October 16, 1991, signed a personal service contract with SRH Environmental Management covering cleanup of leaking underground storage tank sites in District 3; cost not to exceed $200,000. (Transportation Commission approved May 21, 1991. William Anhorn signed for State Highway Engineer. Contract not processed as company went out of business.)

3) On October 16, 1991, signed a personal service contract with Fishman Environmental Services covering biological research and documentation. This contract is effective October 16, 1991, through June 30, 1993, at a cost not to exceed $45,800. (Transportation Commission approved March 20, 1990. William Anhorn signed for State Highway Engineer.)

4) On October 16, 1991, signed a personal service contract with Spencer B. Gross, Inc., to provide photogrammetric mapping services to the Roadway Section personnel. This contract is effective October 30, 1991, through June 30, 1992, at a cost not to exceed $50,000. (Transportation Commission approved April 17, 1991.)

5) On October 17, 1991, signed an agreement with City of Hermiston to improve street surface, curbs, gutters, and sidewalks from east curb line of 1st Street to 7th Street (Main Street.) (Transportation Commission approved July 17, 1990, as part of the Six Year Highway Improvement Program. This will be a Region 5 Surface Preservation Project.)

6) On October 18, 1991, signed Supplement No. 1 to a personal service contract with David Evans and Associates, Inc., to provide on-call field survey services in Region 1. This supplement adds an additional $50,000. (This will complete survey work on Westside Corridor Project. Transportation Commission approved August 20, 1991. William Anhorn signed for State Highway Engineer.)

7) On October 25, 1991, signed a personal service contract with OBEC Consulting Engineers covering preliminary engineering services for the Joseph Street Interchange on the Stayton NCL Section of North Santiam Highway in Marion County. This contract is effective October 25, 1991, through December 31, 1993, at a cost not to exceed $1,797,538. (Transportation Commission approved September 19, 1989.)

8) On October 28, 1991, signed a personal service contract with David Evans and Associates, Inc., covering preliminary engineering services for the Museum Road-Winchuck River (Parkway) Section on the Oregon Coast Highway in Curry County. This contract is effective October 28, 1991, through December 31, 1993, at a cost not to exceed $340,159. (Transportation Commission approved September 18, 1990. Duane Christensen signed for State Highway Engineer.)

9) On October 29, 1991, signed a personal service contract with Woodward-Clyde Consultants covering a preliminary design description and conceptual-level cost estimate for the Elk Creek Tunnel on the Umpqua Highway in Douglas County. This contract is effective October 29, 1991, through June 1, 1992, at a cost not to exceed $153,359. (Transportation Commission approved January 29, 1991. Duane Christensen signed for State Highway Engineer.)

10) On October 31, 1991, signed a personal service contract with CH2M Hill Northwest Inc., covering construction of the West 11th-N.C.L. (Eugene) Section, Stage 1 and Stage 2, on Beltline Highway in Lane County. Contract provides services including public input through the draft environmental assessment. This contract is effective October 31, 1991, through December 31, 1993, at a cost not to exceed $990,000. (Transportation Commission approved September 18, 1990. Duane Christensen signed for State Highway Engineer.)

11) On November 4, 1991, signed an agreement with the City of Eugene covering construction of a new alignment of the Florence-Eugene Highway from West 11th Street to Garfield Street. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

12) On November 8, 1991, signed a personal service contract with OBEC Consulting Engineers covering environmental Phase 1 engineering services on the Saunders Lake-Haynes Inlet (Parkway) Section of the Oregon Coast Highway in Coos County. This contract is effective November 8, 1991, through October 31, 1993, at a cost not to exceed $661,938. (Transportation Commission approved September 18, 1990. William Anhorn signed for State Highway Engineer.)

13) On November 8, 1991, signed Supplement No. 1 to an agreement with City of Oakridge and Lane County covering construction and maintenance of a left-turn refuge and rest area adjacent to the Willamette Highway in the City of Oakridge. (Transportation Commission approved rest area project on May 21, 1991. William Anhorn signed for State Highway Engineer.)

Dated this 27TH day of NOVEMBER, 1991

William Anhorn

State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Yaquina Bay Bridge on the Oregon Coast Highway in Newport, in Lincoln County. Bids received October 24, 1991. Contract No. 11,105 awarded on November 19, 1991, to F.E. Ward, Inc., Vancouver, WA, at $10,436,830.00 (Schedule B).

2) Work on the Tacoma Street Interchange-17th Avenue Connection (Unit 2) Section of Pacific Highway East (McLoughlin Boulevard) in Multnomah County. Bids received October 10, 1991. Contract No. 11,106 awarded on October 25, 1991, to Ross Bros. Construction, Inc., Salem, at $9,753,605.30.

3) Signing on the Troutdale-Deschutes River Section of the Columbia River Highway in Multnomah, Hood River, and Wasco Counties. Bids received October 24, 1991. Contract No. 11,117 awarded on November 7, 1991, to David A. Mowat Company, Kirkland, WA, at $1,196,032.00.

4) Bridge rehabilitation Phase II on The Hawthorne Bridge (Truss and Lift Spans) #2757G on S.E. Hawthorne Boulevard in Multnomah County. Bids received October 24, 1991. Contract No. 11,118 awarded on November 7, 1991, to Christie Constructors Inc., Richmond, CA, at $1,404,710.00.

5) Work on the East Pendleton Interchange-Emigrant Hill Section of the Old Oregon Trail in Umatilla County. Bids received October 24, 1991. Contract No. 11,119 awarded on November 7, 1991, to Kiewit Pacific Co., Vancouver, WA, at $2,484,999.00.

6) Work on the Willamette River-Baldock Safety Rest Area on the Pacific Highway in Clackamas County. Bids received October 24, 1991. Contract No. 11,120 awarded on November 7, 1991, to Wildish Standard Paving Co., Eugene, at $4,769,091.00.

7) Martin Luther King, 48th and Foster Signals Project on Portland City Streets in Multnomah County. Bids received October 24, 1991. Contract No. 11,122 awarded on November 7, 1991, to Mill Plain Electric, Inc., Vancouver, WA, at $76,513.50.

8) Work on the West Fork Dry Creek Bridge Section of the Wasco-Heppner Highway in Morrow County. Bids received October 24, 1991. Contract No. 11,124 awarded on November 7, 1991, to Tidewater Contractors, Inc., Brookings, at $158,522.00.

9) Work on the W.C.L. John Day-Canyon Creek Section of the John Day Highway in Grant County. Bids received October 24, 1991. Contract No. 11,126 awarded on October 31, 1991, to Dice Construction Inc., Bend, at $486,757.00.

10) Work on the Sandy ECL-Alder Creek Section of the Mt. Hood Highway in Clackamas County. Bids received October 24, 1991. Contract No. 11,127 awarded on November 7, 1991, to N-B Hatch Co., Wilsonville, at $549,512.00.

11) Roadwork on the Abernethy Road-Beavercreek Road Section of Cascade Highway South in Clackamas County. Bids received October 24, 1991. Contract No. 11,128 awarded on November 7, 1991, to Clearwater Construction Co., Tigard, at $535,027.00.

12) Work on the Crater Lake Boundary-Fort Klamath Section of the Crater Lake Highway in Klamath County. Bids received October 24, 1991. Contract No. 11,129 awarded on November 7, 1991, to Fabricators, Incorporated, Salem, at $4,209,131.00.

Dated this 2ND day of DECEMBER, 1991

William Lucas
State Highway Engineer

November 25, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority (Delegation Order No. 35, paragraph 67), and acting in accordance therewith for the Commission, I approved the following surface preservation projects for 1992 and report this action for your official records:

REGION 1
1992 SURFACE PRESERVATION PROGRAM

District	Hwy. #	Section	Beg. MP	Length	Cost (X1000)	Type of Work
2A	2W	Wonderly Rd.-Swedetown Rd.	50.25	10.44	586	2" Overlay (MP 50.25-55.29) and 2" Inlay (MP 58.03-60.69, Climbing Ln)
2A	2W	Scappoose NCL-Warren NCL	21.5	4.4	272	2" Grind and Inlay
2A	47	Jewell Jct. - Rest Area	21.8	6.9	298	2" Overlay
2C	26	I-205 to Gresham WCL	5.7	4.4	190	2" Overlay
2C	26	Barlow Creek-Meadows Creek	60.0	5.0	216	1.5" Overlay
2C	171	Eagle Creek-Estacada	17.8	5.7	900	2" Overlay

Total = $2,462 vs. $2,280 available

REGION 2
1992 SURFACE PRESERVATION PROGRAM

District	Hwy. #	Section	Beg. MP	Length	Cost (X1000)	Type of Work
1	9	Arch Cape Tunnel-Short Sand Creek	35.90	3.20	465	2" Overlay
3	215	Clear Lake-Lane County Line	3.0	10.0	583	Cold-in-Place Recycle/Chip Seal
3	1W	TV Highway - 17th Street	34.8	2.4	581	2" Inlay / 2" Overlay
3	39	Airport Road - Yamhill River	48.60	2.90	550	Hot-in-Place Recycle/Overlay
4	9	Passmore Road-Bay Shore Drive	147.38	7.37	1093	2" Overlay
4	162	District 4 Chip Seal, Unit A & B	18.10	10.37	233	Chip Seal
4	1W/33	Pacific Hwy. West/Corvallis-Newport	86.5	11.1	550	Cold-in-Place Recycle

Total = $4,050 vs. $3,800 available

731-0314 (10-90)

REGION 3
1992 SURFACE PRESERVATION PROGRAM

District	Hwy. #	Section	Beg. MP	Length	Cost (X1000)	Type of Work
5	69	Pacific Hwy. West-Gateway St.	6.61	6.39	600	Hot-in-Place Recycle
5	215	Linn Co. Line-Mckenzie Hwy.	13.02	6.79	350	Hot-in-Place Recycle
5	62	Poodle Cr. Rd.-Badger Mountain*	36.0	5.0	200	Intermittent Machine Patching
5	15	Bear Creek-Maple Creek	31.30	2.8	187	Intermittent Machine Patching
6	9	Five Mile Rd.-Elbow Lake*	204.4	2.3	40	Medium Chip Seal**
6	73	Hatfield Dr.-Little River Bridge	5.7	10.6	200	Medium Chip Seal
6	73	Oak Cr. Bridge-Franks Stockpile	10.7	2.8	120	Cold Plane and Plug
6	73	Roseburg to Toketee*	0.00	62.0	88	Intermittent Machine Patching
6	45	Golden Cr.-Weatherly Cr.	20.1	2.8	250	1.5" F Mix Overlay
7	35	Hwy. 101 Jct.-Delmar Road	.1	2.5	300	2" F Mix Overlay
7	9	Four Mile Area-Bethel Mountain Road	281.3	3.2	300	1.5" F Mix Overlay
7	9	Simpson Wayside	234.49	.51	60	2" B Mix Overlay
8	230	Douglas Cty. Line-Jct. Hwy 62 Crater Lake*	41.95	10.86	160	Intermittent Machine Patching
8	21	Quarry-Green Rock	13.66	3.34	142	1.5" F Mix Overlay
8	63	Normal-Tolman Cr. Rd.	20.92	.95	85	2" F Mix Overlay
8	60	Depot St.-Whispering Pine Lane*	8.83		104	1/2"-1/4" Chip Seal with Pre-Patch
8	260	Lincoln Road*	1.79	7.21	111	1/2"-1/4" Chip Seal with Pre-Patch
8	25	Wonder Area	9.00	5.32	360	1.5" F Mix Overlay with Pre-Patch
8	273	Jct. Green Springs Hwy. 21, Jct. Hwy. 1*	0.00	6.9	65	Intermittent Machine Patching

Total = $3,957 vs. $3,800 available

* General Services Contract
** Materials only, State forces to provide labor

see addition to Pg 3 Jan '92 Bud. amendments

REGION 4
1992 SURFACE PRESERVATION PROGRAM

District	Hwy. #	Section	Beg. MP	Length	Cost (X1000)	Type of Work
9	5	Speece - Condon	24.5	13.5	1,000	2" Cold Mix Overlay
9	42	Wasco Co. Line - South Junction	48.8	20	420	Intermittent Inlay
10	371	Powell Butte Jct. - Crook County Line	0.0	7.57	130	2-1/2" Overlay w/Seal
10	41	M.P. 35.6 - M.P. 45.4	35.6	9.8	820	2" Overlay ***
11	20	Sprague River Road - Bly	34.4	19.3	967	2" Cold Mix Overlay
11	20	Drews Gap - Five Corners	81.8	11	618	2" Cold Mix Overlay
11	50	Lakeview Junction - Matney Road	0.2	6.1	588	2" Overlay
11	270	Lakeshore Drive - Greensprings Hwy.	62.4	6.4	683	2" Cold Mix Overlay
11	49	M.P. 5.3 - M.P. 15.5	5.3	10.2	410	2" Cold Mix Overlay

Total = $5,636 vs. $5,560 available(Including Preservation Plus)

Overprogrammed Project:

11	420	Washburn Way - Homedale Rd.	2.9	1.8	260	2" Hot Mix Overlay

REGION 5
1992 SURFACE PRESERVATION PROGRAM

District	Hwy. #	Section	Beg. MP	Length	Cost (X1000)	Type of Work
12	52 300	Sourdough Canyon-Hinton Creek	38.85 83.19	8.15 .93	1,004	Urban Section-Class B Inlay Rural Section-Recycle/Chip Seal
12	5	Fossil - MP 74.0	60.0	14.0	1,017	Leveling/Oil Mat
12	333	SW 2nd-SE 8th Street (Pendleton)	3.28	.5	118	Class C Inlay
		1st St. - 7th St. (Hermiston)	6.75	.5	100	Class B Overlay
13	12	Main Street - I-84 (Baker City)	.24	1.02	359	Class B Overlay
13	330 10	District 13 Chip Seals	20.8 20.6	19.5 9.1	404	Chip Seal
13	10 10 6	District 13 Recycle	0.01 2.71 265	1.18 2.39 6.6	498	Hot-in-Place Recycle
13	71	Salisbury Jct.-Baker	41.8	8.6	686	Overlay/Chip Seal
14	71 48	District 14 Chip Seals	0.00 15.6	25.3 24.8	610	Chip Seal
14	5	Willow Creek-Central Oregon Hwy	267.2	16.0	1,164	Leveling/Overlay/Chip Seal

Total = $5,960 vs. $5,960 available(including Preservation Plus & $100 Turnback)

Overprogrammed (Shelf) Project:

14	7	Kingsbury Gulch - Black Canyon	183.0	20.0	2,188	Not Identified

Dated this 3rd day of December 1991

William Anhorn, P.E.
Deputy State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST.COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAI-X PROJECT					
S.E. 32ND Ave.-S.E. 45 Ave. City of Portland	$ 1,179,000	$1,002,150	-	$176,850	11-22-91
S.E. Glenwood - S.E. Harney City of Portland	$ 512,000	$ 435,200	-	$ 76,800	11-22-91
N.W. Irving - W. Burnside 5th and 6th St. Tri-Met	$11,331,000	$ 3,852,540	-	$679,860	11-22-91
FAU PROJECT					
Arterial Overlay Reconstruction Phase 10 City of Portland	$ 1,137,000	$ 991,000	$ 73,000	$ 73,000	10-22-91
Biehn St. (SPRR) Br. FAU 2349 City of Klamath Falls	$ 500,000	$ 435,800	$ 32,100	$ 32,100	11-18-91
FAS-C PROJECT					
Lost R. (Olene) Br. FAS - B305 Klamath County	$ 490,000	$ 427,000	$ 31,500	$ 31,500	11-04-91

Approved Cam Gilmour
Cam Gilmour, Manager
Program Section

Date 11/26/91

MKS023.ch

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On October 4, 1991, established 30, 35, 40, and 45 MPH on various sections, including a 20 MPH school zone, on the Rogue River Highway in the vicinity of Grants Pass and Rogue River, Josephine and Jackson Counties. This action rescinds Speed Zone Resolution No. 968 dated July 12, 1988. See Speed Zone Order No. 1,000.

2) On October 15, 1991, signed an agreement with Clackamas County covering installation of traffic control signals with fire pre-emption devices on the Clackamas Highway at the intersections of S.E. 130th Avenue and S.E. 135th Avenue and will be interconnected to each other as well as to the existing signal at S.E. 142nd. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

3) On October 16, 1991, approved an agreement with Wal-Mart Stores, Inc., for roadway improvements and traffic signal on the Midland Highway at the intersection with Laverne Avenue in Klamath Falls.

4) On October 18, 1991, adopted Speed Zone Order No. 1001 covering the following sections on the Oregon Coast Highway in Clatsop County:

   45 MPH from M.P. 17.50 to M.P. 18.30
   45 MPH from M.P. 19.11 to M.P. 19.58
   45 MPH from M.P. 19.68 to M.P. 19.73
   35 MPH from M.P. 21.86 to M.P. 22.24
   35 MPH from M.P. 22.29 to M.P. 22.38
   45 MPH from M.P. 22.38 to M.P. 24.35
   45 MPH from M.P. 24.72 to M.P. 24.96

   Rescinded Speed Zone Resolutions Nos. 264 dated December 5, 1957, 270A dated August 13, 1959, and 270B dated November 22, 1963.

5) On October 24, 1991, established a 50 MPH speed zone on Redwood Highway No. 25 in Josephine County from M.P. 36.17 to M.P. 36.67. (See Speed Zone Order No. 1002.)

6) On October 30, 1991, established a 45 MPH speed zone on The Dalles-California Highway No. 4 in Deschutes County from M.P. 115.53 to M.P. 115.99 except from "C" Avenue to "B" Avenue (M.P. 115.71 to M.P. 115.81) the designated speed shall be 20 MPH when children are present. This action rescinds Speed Zone Order No. 835 dated April 30, 1980. See Speed Zone Order No. 1003.

7) On October 30, 1991, established a 45 MPH speed zone on the Olds Ferry-Ontario Highway No. 455 in Malheur County from M.P. 29.56 to M.P. 29.84. This action rescinds Speed Zone Order No. 821 dated January 10, 1980. See Speed Zone Order No. 1004.

8) On November 7, 1991, established a 45 MPH speed zone on Oregon Coast Highway No. 9 west city limits of Nehalem in Tillamook County from M.P. 43.70 to M.P. 44.73. This order rescinds Commission action dated November 21, 1973. See Speed Zone Order No. 1005.

Dated this 2nd day of December, 1991

Dwayne Hofstetter, Traffic Engineer

November 25, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

NW HOOKER ROAD-NE ALAMEDA AVENUE SECTION OF THE OAKLAND-SHADY HWY

58748	-	Investors Leased Group II	Offer: $	1,960.00
58759	-	John C. and Arlette R. Irving	$	8,325.00
58760	-	John C. and Arlette R. Irving	$	7,050.00

OLD OREGON TRAIL - ISLAND CITY SECTION OF THE WALLOWA LAKE HIGHWAY

6059010	-	John R. Stebbins	$	8,200.00
6059011	-	Ramona and Robert M. Skully, Sr.	$	23,000.00
6059022	-	Florian M. & Ruth Kovach	$	8,625.00

SILVERTON RD. - STATE ST. (PHASE 1) SECTION OF THE PACIFIC HIGHWAY

6027092	-	Richard J. Carney	$	19,320.00

Dated this 27th day of November, 1991.

Lou Schwab, Acting Manager
Right of Way Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On November 12, 1991, approved an All-Terrain Vehicle Project Agreement with Applegate Roughriders Motorcycle Club covering signs and maintenance on the South Trask Trail System. This agreement is effective November 1, 1991, through July 1, 1992, at a cost not to exceed $3,169.

Dated this 2 day of December, 1991

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

November 25, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following actions were taken:

1) On September 9, 1991, approved a personal service contract with OBEC Consulting Engineers covering construction engineering services on Halls Creek (Arago-Arago Junction) Bridge in Coos County. This contract is effective September 9, 1991, through December 31, 1992, at a cost not to exceed $6,651.

2) On September 9, 1991, approved a personal service contract with OBEC Consulting Engineers covering construction engineering services on Menasha (Jordan Cove Road) Bridge in Coos County. This contract is effective September 9, 1991, through December 31, 1992, at a cost not to exceed $9,967.

Dated this 7 day of November, 1991

James Gix
Region 3 Engineer

October 18, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following actions were taken:

1) On October 14, 1991, approved Modification No. 1 to Work Order No. DTFH71-90-501-OR-11 with the Federal Highway Administration covering Phase II of Ground Modification Systems. This work order increases cost from $14,500 to $20,500 and is effective October 14, 1991, through January 15, 1992. Modification provides for construction of access routes for instrumentation of reconstructed fill on US 42 west of Roseburg in Douglas County.

2) On October 21, 1991, approved an agreement with the City of Roseburg to define installation and maintenance costs for landscaping on two traffic islands within the city at the South end of the Stephens Street/Pine Street Couplet.

Dated this 3 day of December, 1991

James Gix
Region 3 Engineer

November 25, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following actions were taken:

1) On August 26, 1991, approved a personal service contract with BAS Corporation to develop a rubber modified asphalt concrete mix design for the N.E. 181st Avenue-Troutdale Section of Columbia River Highway Paving Project. This contract is effective August 26 through December 31, 1991, at a cost not to exceed $2,600.

2) On October 4, 1991, approved Work Order No. DTFH71-91-TE03-OR-15 between the Federal Highway Administration and Department of Transportation for the evaluation and reporting on the construction procedures and performance of rubber modified asphalt concrete (Generic RUMAC) on N. Marine Drive in Portland and on S.E. Stark Street in Multnomah County. This Work Order is issued under our Cooperative Agreement dated July 14, 1981, and Amendment No. 1 dated April 24, 1984. Effective August 16, 1991, through December 1, 1996, at a cost not to exceed $8,500.

Dated this 8 day of Nov., 1991

W. J. Quinn
Engineer of Materials and Research

October 18, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following actions were taken:

1) On November 1, 1991, approved an interagency agreement with Chemeketa Community College to conduct Commercial Drivers License Training Workshop on November 6, 1991, at a cost not to exceed $675. All services must be performed prior to December 9, 1991.

2) On November 12, 1991, approved an intergovernmental agreement with Chemeketa Community College to conduct Commercial Drivers License Training Exam Workshop on November 15, 1991, at a cost not to exceed $496. All services must be performed prior to December 20, 1991.

Dated this 3rd day of December, 1991

W. J. Quinn
Engineer of Materials and Research

November 25, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	12/17/91

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

November 9, 1991

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

November 9, 1991 $11,001,208.88 was distributed to the counties as their share of motor vehicle revenues for the month of October, 1991.

On November 9, 1991 $6,984,125.88 was distributed to the cities for the month of October, 1991.
(List of apportionments on file in Commission Files, Salem.)

Dated this 9th day of November, 1991.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION MEETING

JANUARY 21, 1992

The Oregon Transportation Commission held its regular monthly meeting at 8:30 a.m., January 21, 1992, in Room 122 of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.)

Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Donald E. Forbes, Director of Transportation
Judy E. Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Tony Lewis, Assistant Director for Finance
Bill Anhorn, Deputy State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
Jane Cease, Administrator of Motor Vehicles Division
Wanda Kennedy, Assistant Administrator of Aeronautics Division
Ed Marges, Interim Administrator of Traffic Safety Division
Fran Neavoll, Commission Services

There were other staff persons present.

Commissioner Ford moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the December 17, 1991, telephone meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2842 in Commission's files, Salem.)

(Continued on next page)

3) Authorized payment of the AASHTO membership dues for 1992 in the amount of $21,405.

4) Abandoned an uncollectible damage claim in the amount of $7,116.38 covering an accident on the Sunset Highway (Hwy. #47, Rt. 26, M.P. 37.60) in Washington County. (CAO 91-499).

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Assistant Director for Administration	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Right of Way Manager	Exhibit F
Office of Operations, Maintenance/Construction Manager	Exhibit G
Region 1 Engineer	Exhibit H
Region 2 Engineer	Exhibit I
Region 3 Engineer	Exhibit J
Region 5 Engineer	Exhibit K
Engineer of Materials and Research	Exhibit L
Motor Vehicles Administrator	Exhibit M
Assistant Attorney General	Exhibit N
Highway Controller	Exhibit O

The Commission confirmed their next meeting dates of February 18 and 19, 1992, in Hillsboro. The Commission tentatively set March 17, 1992, in Salem, as their following meeting.

John Elliott said there appears to be a conflict with the date for the April Commission meeting. The Commission tentatively set April 23, 1992, in Salem.

Mr. Forbes recalled at the Silver Falls Workshop the Commission had instructed the staff to return with more information on the proposed reorganization of the Department of Transportation. He reiterated the purpose of the restructure was to align programs and functions to better meet customer needs, gain flexibility in assigning staff to the greatest need, and achieve greater efficiency by reducing duplication and unnecessary management layers. He indicated there are numerous laws that would have to be changed but these legal barriers would not preclude the basic restructure. The presentations on the reorganization to key legislators, committees, Governor's Task Force, Executive Department, and special interest groups were cautiously supported. He indicated the special interest groups have expressed concern with the proposed reorganization.

Mr. Forbes said as a result of the restructure he outlined the expected staffing results:

1) Number of managers needed in some administrative areas will be reduced.

2) In some areas there is potential to remove four or five management layers.

3) Total number of managers is expected to decline over time.

4) Total number of employees is not expected to decline:

   Work volume is not declining in any significant area.

   Increased demand in specific areas will offset attrition in others.

   Increased demand in Highway may allow ODOT to absorb layoffs from other agencies.

Mr. Forbes indicated the steps of the restructure would be as follows:

1) Realign assignments of Director's direct reports.

2) Consolidate Public Affairs function.

3) Consolidate Human Resources Management/Personnel function.

4) Develop and implement a plan to create a new legal/budgetary environment.

5) Identify broad requirements:

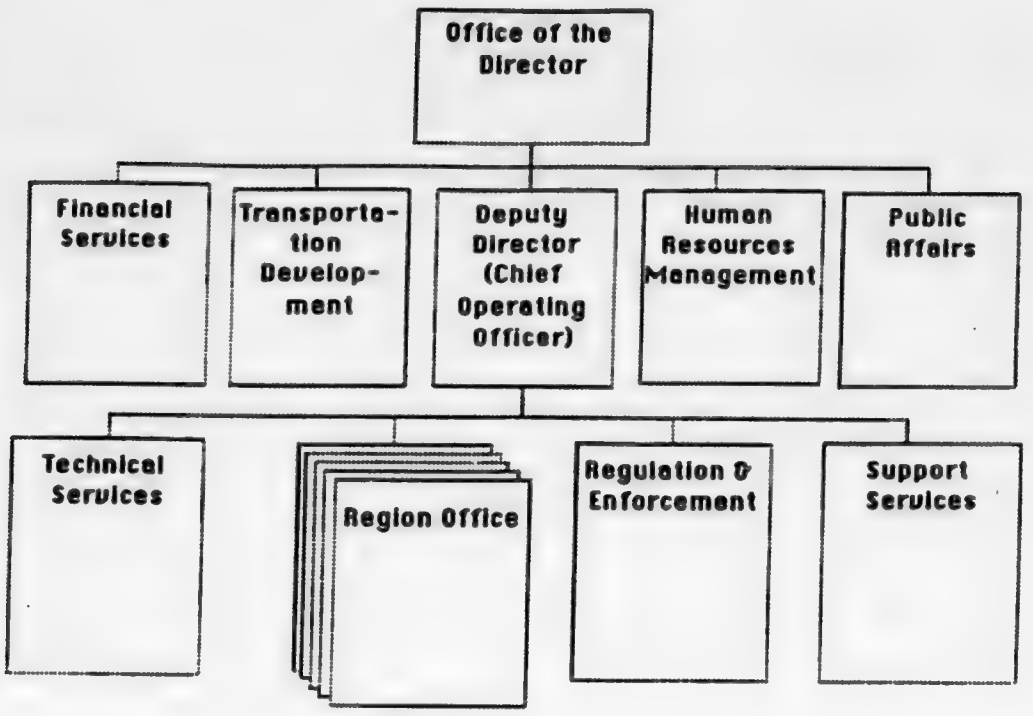
   Staging of large-scale organizational shifts.

   Changes to automated systems and operating procedures.

6) Develop an implementation plan and schedule.

(Continued on next page)

Mr. Forbes recommended to proceed with the restructure as follows:



The Commission delayed action until after the luncheon meeting with Fred Miller, Director of the Executive Department. (See continued discussion on page 10,365.)

Mr. Forbes commented that the Region boundaries report is not complete and it will be discussed at a future Commission meeting.

Judy Gregory reported that the Federal Highway Administration has approved and allocated Federal Funds for the provision of supportive services to the Disadvantaged Business Enterprises Program during Fiscal Year 1991. She requested authority to advertise for request for proposals to enter into the following contracts for supportive services in the following areas:

Comprehensive One-Stop Service Center to provide orientation seminars, training classes, technical assistance, prebid conferences and public relations/publications in the amount of $162,000.

Provide highway construction DBEs with project management, accounting, record keeping, computer, and other business related expertise in the amount of $20,500.

Mark Ford reported on the statewide public meetings held to introduce and receive input on the Oregon Transportation Plan. He said from November 18 to December 12, 1991, the Department conducted 25 public meetings with 504 local officials and citizens attending. In addition to the public meetings, there were 77 advance meetings held with local officials, legislators, industry representatives, a congressional aide, a transportation advocate, and the media. He commented the staff has been requested to discuss the Plan with special interest groups and ODOT employees. He felt a positive response was received for their attempt to inform and receive comments on Oregon's transportation future.

Dave Bishop handed the Commission a summary of the major concepts that were received from the public. (Copy in Commission's files, Salem. See page 10,366 of the Transportation Plan Steering Committee Minutes for the summary.)

Mr. Moore updated the Commission on the status of House Bill 2175-C that was referred to the Supreme Court on whether the money raised from an auto emission permit fee can finance public transportation projects under the Oregon Constitution. He indicated the Supreme Court has not made the decision on the issue. If approved, the bill would raise about $3 million per year for the Public Transportation Development Fund to finance transportation demand management projects as well as other projects. He said a Demand Management/Rideshare Policy has been prepared and he asked Bob Sherman to brief the Commission on the policy. He indicated that it will be necessary to rescind a previous resolution covering funding of Park and Ride Projects and this matter would be brought back to the Commission at a later date.

Bob Sherman began by giving a background of the Demand Management/Rideshare Program and he reiterated their goals presented to the Commission in May of 1991. He mentioned the goals have now been reached. He outlined requests for funding of 30 proposals statewide as park and rides, transit pass programs, bicycle parking, bus shelters, rideshare and operational improvements. The estimated cost is $7.5 million with a proposed match of $284,000.

Mr. Sherman outlined the benefits/costs of the 30 requested Traffic Demand Management Projects:

1) Removes up to 2,000 vehicles from peak-period traffic.

2) Removes 6.6 million miles in annual vehicle-miles traveled.

3) Annualized cost of $229 per year per vehicle removed.

4) Annualized cost of 7 cents per mile of vehicle-miles traveled eliminated.

Due to previous complaints, Vice Chairman Whitty urged that the disadvantaged business enterprises be given an opportunity to participate in the process. Commissioner Bolender moved for approval of the request and the motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the necessary contracts.

Judy Gregory requested authority to amend the Highway Division's contract with Gossard-Pyron Associates for management teambuilding and facilitator training. This amendment would add $38,000 to complete the work and would bring the total contract amount to $113,000. She said the work to be completed includes facilitator training, rebuilding of several teams in Regions 1, 3, and 4, and management teambuilding for several sections in the Salem headquarters. Commissioner Bolender moved for approval of the request and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary contract.

John Elliott requested authority to extend the contract with Ball, Janik & Novack to provide Federal representation for the Department in Washington, D.C., from the period of February 1, 1992, to June 30, 1993. He said it is important that the Department continue this contract to identify priorities for the annual appropriations process, monitor and comment on rulemaking by the U.S. Department of Transportation for the new Surface Transportation Bill, and advise the Department regarding technical amendments to the new bill. He commented the contract amendment would cover a 17-month extension with funds available in the legislatively-approved budget at a cost of $150,535. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously. The Commission authorized the Director to sign the contract.

Tony Lewis recalled that at the June 1991 Commission meeting, authority was given to select a bond counsel and a financial advisor. He announced that Harvey Rogers of Preston, Thorgrimson, Shidler, Gates & Ellis has been selected as bond counsel, and Mark Gardiner of Public Financial Management has been selected as financial consultant.

Tony Lewis requested authority to initiate a request for proposals to select a number of bond underwriting firms to represent the Department in the market place. He explained to prepare for future bond sales the Department must have a finance team in place. Commissioner Bolender moved for approval of the request and the motion carried unanimously by the Commission. (For clarification, this approval is for the request for proposals to select bond underwriters, and the approval of the contract will be presented to the Commission at a later date.)

Mr. Sherman discussed the outstanding issues, future steps, and additional considerations of the Program. (See written documentation in Commission's files, Salem.)

Mr. Sherman highlighted the policy guidelines for investment as follows:

1) Creates administrative mechanism for funding relatively low cost Traffic Demand Management measures.

2) Helps comply with Rule 12.

3) Relieves traffic congestion and reduces emission of air pollutants.

4) Highway-oriented Traffic Demand Management project requests submitted to Region Engineers for inclusion in the Highway portion of the Highway Transportation Improvement Program.

5) Transit-oriented Traffic Demand Management project requests submitted to Administrator of the Public Transit Division for inclusion in the Transit portion of the Transportation Improvement Program.

Mr. Sherman explained the Department will consider Traffic Demand Management projects designed to remove single-occupant vehicles from peak-period traffic, spread traffic volumes away from peak periods, or improve traffic flow. He said the applicants must demonstrate local funding support and consistency with regional transportation plans.

Mr. Sherman indicated the project applicants must show the following:

1) The number of single-occupant vehicles removed from peak-period traffic.

2) Cost per single-occupant vehicles removed from peak and annual vehicle-miles traveled reduction; or

3) Hours of traffic delay eliminated and cost per hour of delay eliminated.

Vice Chairman Whitty asked that an appropriate measurement of cost-benefit ratio be included in the project applications. Subject to that modification, Vice Chairman Whitty moved for adoption of the policy/guidelines for the Demand Management/Rideshare Investments. The motion carried unanimously by the Commission. (Copy of Draft Policy/Guidelines in Commission's files, Salem.) Chairman Hollern suggested that the document be revised and brought back to them for review.

Mr. Anhorn requested that the Commission amend OAR 734-20-060 covering design and construction of bikeways. He said these revisions include updating the reference to the current AASHTO Guide for the Development of Bicycle Facilities dated August 1991, the current Highway Division Sign Policy and Guidelines for the State Highway System, and the Traffic Line Manual. He stated the Bicycle Advisory Committee recommends that the Commission adopt the revised rule. Notice of the proposed rule was published in the Secretary of State's Bulletin and no comments were received. Commissioner Ford moved for amending the rule and the motion carried unanimously by the Commission. (Administrative Rule No. 55-C in Commission's files, Salem.) The administrative rule will be filed with the Secretary of State and published in their Bulletin.

Mr. Anhorn requested approval of revisions and additions to the traffic control device policies. He said copies of the policies had been mailed to the Commission prior to the meeting. Commissioner Bolender moved for approval and the Commission unanimously adopted the revisions and additions to the Sign Policy and Guidelines, the Traffic Signal Policy and Guidelines, and the Statewide Standards for Signing and Marking of Disabled Person Parking Places. (Copy of policies in Commission's files, Salem.)

It was discussed whether it was necessary for the Commission to approve such modifications to these policies. The Commission agreed to delegate the authority to the State Highway Engineer/Traffic Engineer to approve technical modifications and bring to the Commission only major policy issues or debates.

Mr. Anhorn requested adding the East Courtney Creek Bridge (M.P. 2.54-M.P. 2.79) on the Halsey-Sweet Home Highway in Linn County to the Construction Section of the 1991-96 Highway Improvement Program at an estimated cost of $311,000. He explained the Halsey-Brownsville Section of this highway is in the Development Section for final plans in 1994. The East Courtney Creek Bridge is within the Halsey-Brownsville project limits but was recently determined to have a very low sufficiency rating. He said because of the poor condition of the bridge, the Region requested that the structure replacement be advanced to construction in 1992. The remainder of the project will be dealt with in the Six-Year Program update. Funding is available due to the increase of HBR funds from the new transportation act. Vice Chairman Whitty moved to add this project to the Construction Section and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary agreement.

Mr. Anhorn requested authority to enter into an agreement with the U.S. Geological Survey to purchase, install, monitor, and maintain the earthquake monitoring equipment to be installed in the Portland area on the Tacoma Street, Terwilliger and East Marquam Interchanges. The estimated cost is $50,000 per bridge for a total of $150,000. There was considerable discussion on the investment of this project. Vice Chairman Whitty inquired if the bridges on the coast should be monitored. Chairman Hollern asked if other States were monitoring their bridges. Mr. Anhorn

said he would get the answers for them. Mr. Anhorn explained installation of the sensors on structures is to record earthquakes and the data is then used in future earthquake-resistant bridge design. Vice Chairman Whitty moved for approval of the agreement and the motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the necessary agreement.

Mr. Anhorn requested approval to increase the project authorization on Contract No. 10,940 for work on the East Marquam Interchange-S.E. Water Avenue Section of the Pacific Highway in Multnomah County in the amount of $2,721,200. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously by the Commission. (Detailed letter outlining reasons for increase dated January 9, 1992, in Commission's files, Salem.)

Walt Bartel, Assistant Region 1 Engineer, reported that on January 3, 1992, a major landslide occurred at M.P. 28.0 (Cazadero Slide) on the Clackamas Highway. He said the existing roadway is in jeopardy of failing if immediate steps are not taken to repair the slide. The estimated cost to repair the slide is $4.4 million and this work is beyond the capabilities of State maintenance forces. At the February meeting a more detailed presentation will be made to the Commission including a more accurate cost estimate for construction.

Chairman Hollern called for a recess at 9:50 a.m. and reconvened the meeting at 10:07 a.m.

John Rist briefed the Commission on the Six-Year (1992-1997) Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) which was signed into law on December 18, 1991, by President Bush. He said this new program establishes a new vision for surface transportation and it will create jobs, reduce congestion, and rebuild the infrastructure. It will also help maintain mobility and help State and local governments address environmental issues. He said the six-year bill will provide a substantial increase in highway and transit funding to Oregon. He read the purpose of the Act as addressed in the Statement of Policy: to develop a national intermodal transportation system that is economically efficient and environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy-efficient manner. He stated the themes of the Act are flexibility, matching equity, environmental issues and planning. He briefed the Commission on the various features of the eight titles in the Act as follows:

1) Surface transportation (related to highways):

(Continued on next page)

a) Interstate (construction, maintenance and substitute), national highway system, surface transportation program, congestion mitigation and air quality improvement program, bridge replacement and rehabilitation, federal lands, other apportionments/adjustments (donor State bonus), demonstration projects, management systems, toll roads, bridges and tunnels, recreational trails, scenic byways program, metropolitan planning, statewide planning.

2) Highway safety

3) Federal Transit Act Amendments of 1991

4) Motor Carrier Act of 1991

5) Intermodal transportation

6) Research

7) Air transportation

8) Extension of highway-related taxes and highway trust fund.

Mr. Rist highlighted some key issues in the Act that involved Oregon as follows:

1) Oregon is to receive highest priority in the nation for I-5 projects from the 4-R Discretionary Account.

2) Specifies that a highway designated as a scenic highway in the State of Oregon is to be treated as a scenic byway.

3) Westside Light Rail earmarked at $515 million and necessary language to ensure a full funding agreement and protection of Hillsboro extension.

4) Ferry Street Bridge in Eugene, Columbia River Slough Bridge, Sunset Interchange, and Salem Bypass will receive funding under the demonstration projects.

Mr. Rist said Oregon will receive $679 million for transit; approximately $1.3 billion for highway; $139 million for public lands; total to Oregon approximately $2.1 billion.

Mr. Rist discussed the transferability and flexibility of program funds and program penalties. He displayed a chart showing the National allocation of the $155.4 billion Act. He outlined a comparison of the new Act versus the 1987-91 Surface Transportation Act. He also reviewed the new Act versus Oregon's position of the new Federal bill. (Copy of written document detailing Mr. Rist's presentation in Commission's files, Salem.)

Cam Gilmour handed to the Commission the impact of the Intermodal Surface Transportation Efficiency Act of 1991 on the 1993-98 Six-Year Transportation Improvement Program. He explained that the Preliminary Program was prepared using an assumed amount of Federal allocations in the amount of approximately $1.3 million and the Act provides approximately $1.2 million; consequently there is approximately $173 million less. His presentation is summarized as follows:

1) Funding categories are changed.

2) Allows more of the funds to be used in local areas.

3) More funds are available for bridge, safety, rail crossings, planning, enhancement, congestion relief, and air quality. Less money for modernization on interstate routes.

4) Less Federal involvement on a project basis.

5) More options to use the funds for transit, etc.

6) More planning requirements.

7) Increase in the Federal Lands money.

8) Toll roads are permitted to a much greater degree with Federal participation available.

9) Demonstration projects provide funds for a few projects in Oregon, but funding comes in small pieces annually with total amount for each project not available until the end of the Act.

Mr. Gilmour presented a chart which outlined the Federal Funding Assumptions compared to the first draft of the Program, Preliminary Program, and '91 Act. The chart also outlined system changes. (Copy of written documentation in Commission's files, Salem.)

Mark Ford outlined the implications of the Intermodal Surface Transportation Efficiency Act to the Oregon Transportation Plan. He outlined three areas that were significant to the Plan as funding flexibility, planning mandates, and improved funding for planning.

In closing, Mr. Rist mentioned the implications for the 1993 State Legislature and initial policy issues. He said a more detailed analysis on recommendations and policy implications of the Act will be discussed at the March meeting.

The formal meeting adjourned at 11:10 a.m.

Chairman Hollern announced that the meeting would continue in Mr. Forbes' office.

Present were: Chairman Hollern, Vice Chairman Whitty, Commissioners Bolender and Ford, Don Forbes, and Fran Neavoll.

The Commission and Mr. Forbes informally discussed the reorganization of the Department of Transportation.

At 11:50 a.m., the meeting adjourned for lunch with Fred Miller in Room 123 with the four Commission members, Management Team, and Fran Neavoll. During the luncheon meeting, Fred Miller discussed the results of the Governor's Conversation, the Governor's Task Force, and Program Review. He advised them that, given the constraints of Ballot Measure 5 as well as the information the Governor received in the various review processes, it is likely that the budget process will change. He said following the Governor's State of the State address on January 23, 1992, there are changes which can be made during this biennium that help prepare for the future and demonstrate commitment to take the public's concerns and ideas seriously. He indicated at his Forum 50 meeting on Friday that 11 areas of government will be identified for further review.

Mr. Miller indicated that the Governor and the Executive Department were supportive of the Department's reorganization. The issue of staffing due to the increased Federal funding under the Intermodal Surface Transportation Efficiency Act was briefly discussed.

Mr. Miller left the luncheon meeting at 12:50 p.m. The Commission and Management Team remained for additional discussion on the reorganization. The Commission unanimously approved the reorganization as presented by Mr. Forbes, with instruction to work closely with Governor Roberts, Program Review Task Force, and the Executive Department. This would establish a single Deputy Director position having day-to-day responsibility for operations. Aeronautics, Public Transit and Traffic Safety Divisions, along with Strategic Planning and Highway Planning would be consolidated under transportation development. Motor Vehicles field operation and possibly Highway permits/weighmasters would be incorporated under regulations and enforcement. Highway's field operation will continue to report through region offices, which may handle airport maintenance. Personnel and public affairs for each of the Divisions would merge. A newly-created Support Services would handle the day-to-day functions.

Vice Chairman Whitty inquired how much gas tax increase would be needed to cover the overprogramming of the Six-Year Program. Mr. Forbes asked that Tony Lewis provide him with this information.

John Elliott discussed the possibility of holding an Oregon Transportation Plan Symposium. Participants were discussed and Commissioner Ford suggested the Symposium be connected to the Ed-Net locations around the State.

The Commission discussed the March meeting format as it may be necessary to schedule an afternoon meeting or a dinner meeting on Monday in order to be briefed on the Intermodal Surface Transportation Efficiency Act. (Later it was decided to schedule that discussion late Tuesday morning and through lunch.) The luncheon meeting adjourned at 1:05 p.m.

At 1:30 p.m. the Oregon Transportation Commission returned to 122 Transportation Building, Salem, for a meeting with other members of the Oregon Transportation Plan Steering Committee. Present were:

Michael P. Hollern, Chairman, Transportation Commission
John Whitty, Vice Chairman, Transportation Commission
Cynthia J. Ford, Member, Transportation Commission
David Bolender, Member, Transportation Commission
Senator Joan Dukes
Senator Paul Phillips
Senator Bill McCoy
Representative Cedric Hayden
Representative Carl Hosticka
Representative Ray Baum
Tom Walsh, Tri-Met
Grant County Judge Kevin Campbell
Martha Pagel, Governor's Office

Also present were Arlee Reno, Cambridge Systematics, Inc., and Sorin Garber, David Evans and Associates, Inc., consultants for the Transportation Plan, and Fran Neavoll, Commission Services. There were other staff persons present.

Dave Bishop, Transportation Plan Manager, reported that over 500 people shared their visions for the future in the 25 public meetings held from November 18 to December 12 in 15 cities around the State concerning the draft Transportation Plan. He handed the Committee an editorial from The Oregonian and a written summary of the comments received at the public meetings. (Copy in Commission's files, Salem.) He discussed the comments received, which were divided into the following categories: general concepts, innovative ideas, highway facilities, transit, rail, air transport, bicycles, motorcycles, pedestrian movement, ports and marine transportation, pipeline and finance. He said these comments will be summarized and discussed at the Advisory Committees on February 27.

Mark Ford, Manager of Strategic Planning, briefly reviewed the implications of the Intermodal Surface Transportation Efficiency Act of 1991 on the Oregon Transportation Plan. Mr. Rist answered questions from the Steering Committee regarding the Federal Act. Chairman Hollern asked that the Steering Committee be included at the staff briefing in March on the Federal Act.

Arlee Reno, consultant, said in February there will be an evaluation of the Transportation Plan Multimodal System Sketch Plans, and in March, the Committee will begin to select the preferred plan.

Mr. Reno discussed the sketch plans measured by livability and economic indexes. He also discussed the Oregon Benchmarks that specify numerical goals to be reached in future years for particular measures of economic performance or livability. He displayed charts of specific benchmark goods which relate to transportation, either directly or indirectly, that were organized under the headings of either livability or economic development. He said some of the benchmarks relate to both, but are not repeated in each category. (Copy of charts in Commission's files, Salem.)

Mr. Reno then discussed the kind of investments that would be made, such as quality of life investments and economic development investments. Under quality of life investments, he discussed the following issues of non-auto accessibility, access to open space, and air quality.

Mr. Reno said the key freight investments under quality of life would be intermodal transfer facilities, separation of passenger and freight, and minimize air pollution impacts of freight and industry.

Mr. Reno commented that the key passenger investments would be transit level of service, intercity passenger level of service, bicycling, walking, and land use.

Mr. Reno outlined the potential funding mechanisms as intercity accessibility fund (multimodal), urban fund (multimodal - similar to ISTEA), and air quality fund (emissions fees).

Mr. Reno listed the key freight investments under economic development investments as:

a) Columbia River depth
b) Columbia/Snake Locks/ and water supply availability
c) Columbia Ports intermodal transfer facilities (from rail, barge, highway, and pipeline)
d) Container facilities
e) Land bridge services

f) Air cargo facilities in Portland, Klamath Falls, Superport, and other
g) Rail/highway transfer facilities
h) Highway level of service
i) Rail level of service

Mr. Reno commented on the key passenger investments under economic development investments as: 1) highway level of service and benefits; 2) transit level of service and benefits; 3) intercity level of service and benefits; and 4) superport.

Mr. Reno outlined the potential finance mechanisms under the economic development investments as follows:

a) Oregon Infrastructure Fund (multimodal, capturing the benefits, and user fees).

b) Multimodal Trust Fund (revolving bond fund and all user fees)

Mr. Reno said next month the concepts will list potential fiscal impacts.

Martha Pagel indicated she would be more comfortable if the graph would read to maximize economics and environmental quality rather than separate objectives or directions.

Following considerable discussion, it appeared that the Committee was satisfied with the project content and direction as presented.

Chairman Hollern announced the next meeting will be February 19 in Hillsboro. He adjourned the meeting at 3:30 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Roger L. Breezley, Commissioner

Commission Services

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1/21/92

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - CABIN CREEK SAFETY REST AREA NB

County: Douglas
Type of Work: Roadwork, Signing and Landscaping
Highway: PACIFIC (I-5)
F.A. No. MAIR-5-3(147)142

No. of Bidders: 8
Contract No.: 11130

Low: Roseburg Paving Company, Roseburg, OR	$145,741.96
2nd: Staton Construction, Inc., Eugene, OR	$153,527.98
3rd: Jal Construction, Inc., Bend, OR	$159,769.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#2 - M.P. 2.3 - M.P. 22.9 (UNIT 2)

County: Multnomah
Type of Work: Guard Rail
Highway: CROWN POINT
F.A. No. State

No. of Bidders: 6
Contract No.: 11131

Low: Dirt & Aggregate Interchange, Inc., Troutdale, OR	$145,846.00
2nd: Coral Construction Company, Wilsonville, OR	$163,500.00
3rd: N-B Hatch Co., Wilsonville, OR	$171,564.00

Engineer's Recommendation: Award to low responsive bidder.

#3 - CLACKAMAS HIGHWAY AT 130TH AND 135TH AVENUES

County: Clackamas
Type of Work: Traffic Signals
Highway: CLACKAMAS (OR-212 & OR-214)
F.A. No. State Operations

No. of Bidders: 8
Contract No.: 11132

Low: Linnco Electric Company, Albany, OR	$166,138.00
2nd: Grasle Electric, A Div. of Dynalectric Co., Portland, OR	$181,575.00
3rd: Tice Electric Company, Portland, OR	$181,810.00

Engineer's Recommendation: Award to low responsive bidder.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 11-27-91

#4 - MC CORD CR - STARVATION CR

County: Hood River & Multnomah — Highway: COLUMBIA RIVER (I-84)
Type of Work: Roadwork — F.A. No. MAIR-84-2(34)037

No. of Bidders: 11 — Contract No.: 11133

Low: West Coast Structures, Inc., Clackamas, OR	$226,900.00
2nd: N-B Hatch Co., Wilsonville, OR	$228,767.00
3rd: Jal Construction, Inc., Bend, OR	$242,584.20

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#5 - MILLERS GULCH - ROCK POINT (BIKEWAY) SECTION

County: Jackson — Highway: ROGUE RIVER (OR-99)
Type of Work: Roadwork and Signing — F.A. No. State Bikeway

No. of Bidders: 4 — Contract No.: 11134

Low: LTM, Inc., dba Lininger Tru-Mix, Inc., Medford, OR	$231,939.00
2nd: Copeland Paving, Inc., Grants Pass, OR	$239,536.00
3rd: Ledford Construction Company, Medford, OR	$281,509.00

Engineer's Recommendation: Award to low responsive bidder.

#6 - WOODBURN - BROOKS (BIKEWAY) SOUTH UNIT

County: Marion — Highway: PACIFIC EAST (OR-99E)
Type of Work: Grading and Paving — F.A. No. State Bikeway

No. of Bidders: 8 — Contract No.: 11135

Low: Morse Bros., Inc., Lebanon, OR	$239,451.00
2nd: North Santiam Paving Co., Stayton, OR	$246,630.50
3rd: Eagle-Elsner, Inc., Tigard, OR	$249,667.20

Engineer's Recommendation: Award to low responsive bidder.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 11-27-91

#7 - NORTH SLOUGH PASSING LANE SECTION

County: Coos — Highway: OREGON COAST (US-101)
Type of Work: Roadwork, Signing, and Landscaping — F.A. No. State

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No. of Bidders: 4 — Contract No.: 11136

Low: Bracelin-Excavating & Trucking, Inc., Coos Bay, OR	$397,328.90
2nd: Umpqua River Navigation Co., Reedsport, OR	$414,716.00
3rd: Johnson Rock Products, Inc., North Bend, OR	$445,536.00

Engineer's Recommendation: Award to low responsive bidder.

#8 - BEAR CREEK - KEITH ROAD SECTION

County: Clackamas — Highway: WOODBURN-ESTACADA (OR-211)
Type of Work: Roadwork, Structure, and Signing — F.A. No. F-74(18)

Project withdrawn and will be readvertised at a later date.

#9 - BELT LINE HIGHWAY - BARGER AVENUE (EUGENE)

County: Lane — Highway: PACIFIC WEST (OR-99)
Type of Work: Roadwork, Signing, and Signals — F.A. No. State

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No. of Bidders: 3 — Contract No.: 11138

Low: Wildish Paving Company, Eugene, OR	$1,221,339.50
2nd: Morse Bros., Inc., Lebanon, OR	$1,304,911.80
3rd: Eugene Sand & Gravel, Inc., Eugene, OR	$1,373,768.80

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of Lane County and receipt of deposit by the County.

#10 - MITCHELL - KEYES CREEK SUMMIT (WEST UNIT)

County: Wheeler — Highway: OCHOCO (US 26)
Type of Work: Roadwork, Structure, and Signing — F.A. No. State

Project withdrawn and will be readvertised at a later date.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 11-27-91

#11 - 138TH AVENUE - 181ST AVENUE (PORTLAND)

County: Multnomah Highway: AIRPORT WAY
Type of Work: Grading, Paving, Storm Sewer, Signing, Illumination, and Traffic Signals F.A. No. IX-9964(8)

No. of Bidders: 8 Contract No.: 11139

Low: J.C. Compton Contractor, Inc., McMinnville, OR	$6,861,554.20
2nd: Kiewit Pacific Co., Vancouver, WA	$7,663,947.00
3rd: Morse Bros., Inc., Lebanon, OR	$7,713,829.20

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland, and receipt of deposit by the City.

On November 27, 1991, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on November 21, 1991, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 4, and 11, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 12TH day of December, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Personal service contract with Northwest Analytical, Inc. for training and implementation of the laboratory information management system in the Materials Unit. Cost not to exceed $26,300. The necessary hardware and software configuration to support the system will be leased from the Automation Section. Approved by Bill Anhorn November 21, 1991. (Authorize State Highway Engineer to sign necessary contract.)

Dated this 2 day of December, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 2, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Authority to advertise and contract for consulting engineering services to formulate a coordinated transportation plan for the US 101 Corridor in the area south of Youngs Bay, Clatsop County. Estimated cost of flexible service contract $20,000. (Bill Anhorn approved December 4, 1991. Authorize State Highway Engineer to sign necessary contract.)

Dated this 12 day of December, 1991

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 10, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

1) Authorize a sole source personal service contract between the Oregon Department of Transportation and Adizes Institute to provide consulting services to do an organization diagnosis for the Department. Consultant will conduct a three-day workshop for senior ODOT managers on January 28, 29, and 30, 1992. Cost will be approximately $16,500. The Director approved December 16, 1991. (Authorize the Director to sign the necessary contract.)

2) Establish a sole-source public involvement consultant contract between the Oregon Department of Transportation, Highway Division, and Margaret Weil. Consultant will act as a public involvement person to resolve outstanding issues and commitments related to the Westside Corridor Project. This public involvement consultant contract will greatly improve our ability to advance this project on its ambitious schedule. The amount of the contract would not exceed $50,000 and will cover a period of approximately 18 months. Approved by William Anhorn on December 11, 1991. (Authorize State Highway Engineer to sign necessary contract.) (Contract with Jeanne Lawson/Associates)

Dated this 18 day of December, 1991

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 17, 1991

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On December 10, 1991, approved supplemental contract with J. M. Colosimo Associates, Inc., for preparation of employee survey results and facilitation of management team building services. This supplement adds $5,185 for a new total not to exceed $20,865. (Authorized Judy Gregory to sign supplemental contract.)

Dated this 18 day of December, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 17, 1991

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following actions and report these actions for your official records:

1) On November 26, 1991, approved two personal service contracts; one with Ross and Associates for true cost development to assist the State Agency Growth Council in the Portland metropolitan area. Cost not to exceed $9,998. The other contract is with ECO Northwest for true cost of growth to benefit the State Agency Growth Council in the Portland metropolitan area. Cost not to exceed $10,000. Both contracts are effective November 29, 1991 through March 31, 1992.

2) On December 10, 1991, approved a personal service contract with Harris Enterprises of Naples, Inc., for presentations by Peter Schutz on organizational change, decision-making processes, and methods of implementation on December 14 and 16, 1991, to Department of Transportation managers. Cost not to exceed $6,000.

3) On December 10, 1991, approved a letter agreement between the Department of Transportation and Oregon State Treasury covering agency loans for a maximum of $30 million to be repaid on or before June 15, 1992.

Dated this 27th day of December, 1991

for Don Forbes
Director

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the following action and report this action for your official records:

1) On December 11, 1991, approved Supplement No. 1 to a personal service contract with Stylemetrics Systems, Inc., to conduct two additional Stylemetrics workshops for Administratives Services Section on February 3, 4 and 5, 1992, at a cost not to exceed $2,250.

Dated this 27th day of December, 1991

Judy Gregory

Judy Gregory
Assistant Director for Administration

December 23, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On October 25, 1991, signed Supplement No. 2 to a personal service contract with TAMS Consultants, Inc., for preliminary engineering services on the Sunrise Corridor Project, I-205 to Rock Creek Junction on Clackamas/Boring Highway in Clackamas County. This supplement adds an additional $61,285.36 for a new total not to exceed $575,923.67. (Transportation Commission approved August 20, 1991. William Anhorn signed for State Highway Engineer.)

2) On November 18, 1991, approved an agreement between Parks and Recreation Department and the Highway Division regarding maintenance of rest areas and roads in parks. (William Anhorn signed for State Highway Engineer.)

3) On November 20, 1991, approved a resolution with City of Richland for permission to accumulate state tax street funds for more than two years. (William Anhorn signed for State Highway Engineer.)

4) On November 22, 1991, signed the following Supplement No. 1 to three personal service contracts:

   Contract No. 10,506 American Contractor Center for DBE prebid conferences. Adds an additional $1,000 for a total cost not to exceed $36,000.

   Contract No. 10,507 Pinnell Engineers, Inc., for DBE bid estimating and project management. Adds an additional $14,000 for a total cost not to exceed $39,000.

   Contract No. 10,508 Talbot, Korvola & Warwick for DBE business development, financial counseling, and bonding assistance. Adds an additional $12,000 for a total cost not to exceed $60,000.

   These supplements are effective November 22, 1991, through December 31, 1991. (Transportation Commission approved funding at a cost not to exceed $135,000 on September 18, 1990. William Anhorn signed for State Highway Engineer.)

5) On November 27, 1991, signed an agreement with Gilliam County for reconstruction of a 4.5 mile section of Cedar Springs Road and a $400,000 settlement. (Transportation Commission approved November 19, 1991. William Anhorn signed for State Highway Engineer.)

6) On November 26, 1991, signed Supplement No. 3 with Alpha Engineers, Inc., covering construction of the Airport Way Interchange and Airport Way to Columbia Boulevard on East Portland Freeway in Multnomah County. This supplement extends the completion date to June 30, 1992, and adds $26,570.84 for a new total not to exceed $319,310.91. (Transportation Commission approved September 19, 1989. William Anhorn signed for State Highway Engineer.)

7) On November 26, 1991, signed Supplement No. 2 with Nan Heim Associates covering public involvement services on Mt. Hood Parkway in Multnomah County. This supplement extends the contract completion date to January 31, 1992. (Transportation Commission approved September 18, 1990. William Anhorn signed for State Highway Engineer.)

8) On December 11, 1991, approved an increase of 3.7% or $45,362 on Digger Creek Bridge Section of the Alsea Highway in Benton County (Contract No. 10,873).

9) On December 11, 1991, signed an agreement with Clackamas County covering the construction of the Strawberry Lane-Oatfield Road Section of the East Portland Bikeway Project. (Transportation Commission approved July 17, 1990, the Strawberry Lane-Oatfield Road Section as part of the 1991-1996 Six-Year Highway Improvement Program and approved August 16, 1988, the Sunnyside Road-Lawnfield Road Section and Lawnfield Road-Gladstone Section as part of the 1989-1994 Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

10) On December 12, 1991, approved a consent order from Division of State Lands to restore and protect the water resources arising from operations at the Alsea Bay Bridge construction project along the Oregon Coast Highway in Lincoln County. The deadline date is December 31, 1991, and penalty is $8,437 of which $2,812 is payable on December 13, 1991. Remaining $5,625 of this penalty shall be suspended pending performance of the restoration action.

D

1/21/92

11) On December 17, 1991, signed Supplement No. 2 to an agreement with City of Portland covering construction of North Marine Drive (Swift Highway) from I-5 to Rivergate Access Road. (Transportation Commission approved this project on January 19, 1984, as part of the Six-Year Highway Improvement Program and approved again July 17, 1990. William Anhorn signed for State Highway Engineer.)

12) On December 17, 1991, approved a resolution with City of Mitchell to accumulate state highway funds for more than two years in order to improve and repair High Street from Nelson Street to Mitchell School. (William Anhorn signed for State Highway Engineer.)

Dated this 2nd day of JANUARY, 1992

William Anhorn
State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Cabin Creek Safety Rest Area (NB) Section of the Pacific Highway in Douglas County. Bids received November 21, 1991. Contract No. 11,130 awarded on December 4, 1991, to Roseburg Paving Company, Roseburg, at $145,741.96.

2) Roadwork on the McCord Creek-Starvation Creek Section of the Columbia River Highway in Multnomah and Hood River Counties. Bids received November 21, 1991. Contract No. 11,133 awarded on December 4, 1991, to West Coast Structures, Inc., Clackamas, at $226,900.00.

3) Work on the Belt Line Highway-Barger Avenue Section of Pacific Highway West in Eugene, Lane County. Bids received November 21, 1991. Contract No. 11,138 awarded on November 27, 1991, to Wildish Paving Co., Eugene, at $1,221,339.50.

4) Work on the N.E. 138th Avenue-N.E. 181st Avenue Section of N.E. Airport Way-Phase 5 in Portland, Multnomah County. Bids received November 21, 1991. Contract No. 11,139 awarded on December 20, 1991, to J. C. Compton Contractor, Inc., McMinnville, at $6,861,554.20.

Dated this 30th day of DECEMBER, 1991

William Anhorn

William Anhorn, Deputy State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On October 9, 1991, signed Supplement No. 1 to an agreement with Multnomah County covering construction of the Hawthorne Bridge Approaches (East) and installation of two footings on the Agency right-of-way for future structure bents on the East Marquam Interchange Project. (This project was approved by the State Highway Engineer on June 20, 1985, in the Highway Bridge Replacement Program through 1989.)

2) On October 18, 1991, signed an agreement with City of Portland covering construction of Tacoma Street Interchange at McLoughlin Boulevard intersection and replacement of four traffic signal controllers on McLoughlin Boulevard from Ross Island Sand and Gravel access to S.E. Harold Street. (Transportation Commission approved August 20, 1988, as part of the Six-Year Highway Improvement Program.)

3) On October 28, 1991, signed an agreement with Baker County to replace Burnt River (Hereford Loop Road) Bridge. (Gilmour approved project under Six-Year Highway Improvement Program under delegated authority July 17, 1991.)

4) On November 8, 1991, signed an agreement with Clackamas County covering installation of a flashing beacon at the intersection of Thiessen Road and Hill Road. (Transportation Commission approved November 26, 1990, as part of the Six-Year Highway Improvement Program.)

5) On November 18, 1991, signed an agreement with the City of Donald for the improvement of Matthier and Rees Streets to the end of Oak Street. This agreement is in the Special City Allotment Program. (Transportation Commission approved October 15, 1991.)

Dated this 16th day of December, 1991

Cam Gilmour

Cam Gilmour, Manager
Program Section

November 25, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On November 26, 1991, signed a local agency agreement with Marion County for the replacement of the existing Mill Creek (Ehlen Road) Bridge (#2036). (Project approved September 12, 1991, as part of the Six-Year Highway Improvement Program.)

2) Signed the following Special City Allotment agreements: (Transportation Commission approved October 15, 1991.)

DATE SIGNED	CITY	PROJECT
11-25-91	Turner	Denver St.-2nd St.-Mill Creek Bridge
11-25-91	Stayton	N. First-Washington St.-Water St.
11-26-91	Metolius	Hood St.-Butte St. S.-7th St.
11-26-91	Vernonia	Weed Ave.-Bridge St.-Cedar St.
11-26-91	Jefferson	Hazel & 7th-6th St.-Union St.
11-26-91	Mosier	Kingdom Ave./2nd Ave.-Wilson Ave.
11-26-91	Arlington	Hemlock St.-Main St.-First St.
11-26-91	Waldport	Broadway St.-Hwy. 34-Port St.
12-3-91	Wasco	Barnett St. and McPherson St.
12-4-91	Brownsville	Templeton St.-Hwy. 228-Blakley St.
12-4-91	Lowell	3rd St.-Hyland St.-Moss St.
12-4-91	Gold Beach	6th St.-Leith Rd.-4th St.
12-6-91	Tillamook	1st St.-Main Ave.-Elm Ave.
12-6-91	Toledo	Butler Bridge Rd.

Dated this 2nd day of January, ~~1991~~ 1992

Joseph N. Speight for
Cam Gilmour, Manager
Program Section

December 23, 1991

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

ARLINGTON CEDAR SPRINGS RD (NORTH UNIT) SECT. OF THE JOHN DAY HWY

6099005	-	Arthur and Fern Burton	Offer:$	6,400.00

E. MARQUAM INTCHGE. (N.B. AND BANFIELD ACCESS) OF THE PACIFIC HWY

6097001	-	Pacific Coast Fruit Company	Offer:$	4,000.00

MCKENZIE HIGHWAY PASSING BAYS SECTION OF THE MCKENZIE HIGHWAY

58162	-	Norman C. and Donna Jean Carter	Offer:$	2,175.00

NW HOOKER ROAD-NE ALAMEDA AVENUE SECTION OF THE OAKLAND-SHADY HWY

58739	-	Commercial Five Oregon, Ltd.	Offer:$	22,500.00
58825	-	Robert E. Landis	$	73,438.00

OLD OREGON TRAIL - ISLAND CITY SECTION OF THE WALLOWA LAKE HIGHWAY

6059006	-	Ramona K. & Robert M. Scully	Offer:$	20,200.00
6059016	-	G. & I. Investments	$	16,100.00
6059020	-	James R. Chapman, et al	$	2,030.00
6059024	-	US National Bank of Oregon	$	17,000.00
6059028	-	Union Pacific Railroad Company	$	71,400.00
6059034	-	Stanley Weishaar	$	300.00
6059039	-	John S. Mills	$	3,900.00

SILVERTON RD. - STATE ST. (PHASE 1) SECTION OF THE PACIFIC HIGHWAY

6027087	-	Karl Henrich Hahn	Offer:$	1,550.00

WOODBURN NCL - LINCOLN ST. SECTION OF THE PACIFIC HIGHWAY EAST

57980	-	Yacov P. & Nastasia Konovalov	Offer:$	6,600.00
57981	-	FGC Investments	$	27,100.00

Dated this 2nd day of January, 1992.

for Lou Schwab, Acting Manager
Right of Way Section

731-0314A (10-90)

F

1/21/92

DATE: **OCTOBER, 1991**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **LANE COUNTY**: **OAKHILL-EUGENE-SPRINGFIELD**; **FLORENCE-EUGENE HWY.**: File 42407 - Removal of reverter clause on 3,800+ sq. ft. of the total 2.3+ conveyed to City of Eugene in 1981; No monetary amount; Approved 9/17/91.

2) **LANE COUNTY**: **NOTI-VENETA SECTION**: **FLORENCE-EUGENE HWY.**: File 44169 - Containing 1.65 Acres; $825; Approved 9/17/91.

AGREEMENTS: (35-48)

3) Highway Easement Deed from USA, DOT, FHWA; for Right-of-way; **KLAMATH FALLS-LAKEVIEW HWY. #20 (STATE HWY. 140)**; Lake County, OR; File 59109; Approved 9/05/91.

PERSONAL SERVICE CONTRACTS: (35-46)

4) Supplemental/Amendment No. 01 to Demolition Contract reported 3/91 (#15), Memo of Increase reported 2/91; P.B.S. Environmental, Inc.; for Site borings and analysis; project design; and on-site work; revised corrective action plan (Old Roberson Motors location); Marion County; Supplemental Start Date: 5/29/91; End Date: 7/01/91; File 51251; Consideration $9,590; Approved 5/29/91.

5) Memo of Increase to Demolition Contract reported 6/91 (#I3) with Sandy's Backhoe & Construction; for removal of 2 extra underground storage tanks; backfill excavated areas; **PISTOL RIVER MAINTENANCE SITE; OREGON COAST HWY.; CURRY COUNTY; FILE 05296**; Start Date: 05/28/91; End Date: 07/15/91; Consideration $3,563.48; Approved: 5/28/91.

6) Demolition Contract with Rittenhouse-Zeman and Associates, Inc.; for Subsurface investigation and expert witness; **CAMAS VALLEY HWY. SECTION; COOS BAY-ROSEBURG HWY.; DOUGLAS COUNTY**; (Texaco Station); Start Date: 6/06/91; End Date: 9/30/91; Consideration $8,000; Approved 6/06/91.

7) Building Demolition Contract with Konnell Construction Co.; for demolition of office Bldg. owned by State at 2035 S.W. Hewitt, Portland OR, and complete removal of debris; Start Date: 09/20/91; End Date: 10/04/91; File 6125001; Consideration $9,381; Approved 9/20/91.

8) Building Repair and/or Demolition Contract with Coffman Excavation; to install new sand filter septic system at Pavelete Rd., Molalla OR; File 6071001; Start Date: 09/24/91; End Date 10/24/91; Consideration $13,100; Approved 9/24/91.

R/W SERVICE AGREEMENTS: (35–50)

9) Supplemental R/W Services Agreement No. 378 to Misc. C. & A. #9848 (dated 7/20/89, approved 8/10/89); **SOUTHBANK CHETCO RIVER ROAD (COUNTY RD.)**; State agrees to act for Agency in performing services related to acquisition of right–of–way for Agency; Approved 9/11/91.

10) R/W Services Agreement No. 379 with Lincoln County Parks Dept.; **YAQUINA BAY ROAD (COUNTY ROAD)**; **LINCOLN COUNTY**; Misc. C. & A. #8680; State agrees to act for Agency in performing those services related to the acquisition of right–of–way for Agency; Approved 9/17/91.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

UNION/GRAND AVE./SE RIVER RD. – PACIFIC EAST HIGHWAY:

58572	Pendleton Woolen Mills	$170,000	App. 07/31/91

CURRY COUNTY:

ROGUE RIVER BRIDGE–GOLD BEACH – OREGON COAST HIGHWAY:

59119	Curry County	$ 200	App. 08/26/91

DOUGLAS COUNTY:

HANCOCK HILL PASSING LANE – UMPQUA HIGHWAY:

6036 006	Calvin H. Baird, Jr.; Margaret Baird	$ 150	App. 9/11/91

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58752	Richard E. Dukett; JoAnn Dukett	$ 24,900	App. 08/23/91
58781	Donald & Elaine May Rone	$ 25,550	App. 08/09/91
58782	Growth Investment Associates, Inc.	$ 10,150	App. 08/09/91
58784	Umpqua Trinity Fellowship Church of Roseburg	$ 35,000	App. 09/03/91
58800	James A. Smejkal	$ 2,100	App. 09/17/91

GRANT COUNTY:

WCL JOHN DAY–CANYON CREEK – JOHN DAY HIGHWAY:

6094 002	Kenneth J. & Roxanne L. Mills	$ 1,200	App. 09/11/91
6094 007	Maulin, Inc.	$ 350	App. 09/05/91
6094 024	The Elliotts, Inc.	$ 200	App. 09/17/91
6094 025	James E. & Jeanette S. Cernazanu	$ 150	App. 08/26/91

KLAMATH COUNTY:

FORGE ROAD–LOBERT (NORTH UNIT) – THE DALLES–CALIFORNIA HWY.:

6050 037	Worthen Family Trust (Ewing); Linda Kenyon–Wing, Trustee	$ 7,500	App. 07/17/91

Report of Action Taken Under Delegated Authority
October, 1991 – Page Three

OPTIONS: **KLAMATH COUNTY**: (Continued)

LAVERNE–SOUTHSIDE BYPASS – WASHBURN WAY (COUNTY):

59088	Melvin B. & Marjeanne Kendall	$ 3,960	App. 09/11/91

LANE COUNTY:

MCKENZIE HWY. PASSING BAYS – MCKENZIE HIGHWAY:

58165	Richard P. & Bonnie J. Hill	$ 6,825	App. 08/26/91
59111	Alice M. Knuth	$ 1,230	App. 09/11/91

LINN COUNTY:

QUEEN AVE.–CORVALLIS/LEBANON HWY. – ALBANY–JUNCTION CITY:

55453	Johnnie D. Foster, Jr. & Francis Foster	$ 4,000	App. 08/29/91

MARION COUNTY:

25TH STREET–AIRPORT RD. – SALEM:

6082 001	Burger Basket, Inc.	$ 600	App. 08/27/91
6082 004	David K. Fields; Dale D. Decker; Park S. Kriner	$ 1,600	App. 09/05/91

MILL CITY–GATES – N. SANTIAM HIGHWAY:

6075 006	Gerald R. Batchelor	$ 2,450	App. 08/08/91

SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY:

6027 074	Downes Restaruant, Inc. (Signs)	$ 14,679	App. 08/23/91
6027 081	Cascade Neon Signs	$ 4,575	App. 09/17/91
6027 103	Harold & Juanita Marie Reynoldson	$ 775	App. 09/23/91
6027 106	Floyd L. & Sana Jane DeLapp	$ 1,075	App. 09/17/91

WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:

57951	Thomas F. Fender	$ 150	App. 09/05/91
57953	Beverly A. Patrick; Russel & Nancy Shoemaker	$ 2,700	App. 08/29/91
57965	Dept. of General Services; Dept. of Human Resources	$ 5,575	App. 09/11/91
57966	Jerome J. Smith; James S. Schlatter	$ 2,500	App. 09/17/91
57990	LeRoy Miller	$ 3,400	App. 09/05/91
57993	Don–Susie Enterprises (Sign)	$ 5,000	App. 08/26/91
57996	LeRoy C. & Margaret J. Meyers	$ 8,175	App. 09/05/91
58002	Richard & Karen Jo Henkes	$ 2,550	App. 08/26/91

MULTNOMAH COUNTY:

TERWILLIGER BLVD INTERCHANGE – PACIFIC HIGHWAY:

6026 017	Julia E. Thompson	$ 3,000	App. 09/03/91

UPRR (GRAHAM RD.) BRIDGE #6967 – COLUMBIA RIVER HIGHWAY:

6066 001	Columbia Crossing Factory Stores	Donation	App. 09/19/91

F

1/21/92

Report of Actions Taken Under Delegated Authority
October, 1991 – Page Four

OPTIONS: (Continued)

UMATILLA COUNTY:

UPRR O'XING–PENDLETON HWY. (NORTH UNIT) – PENDLETON–COLD SPRINGS HIGHWAY:

6052 009	Michael & Jill Thorne	$ 100	App. 09/04/91

UNION COUNTY:

OLD OREGON TRAIL HWY.–ISLAND CITY – WALLOWA LAKE HIGHWAY:

6059 017	Dennis Wilkinson (Improvements)	$ 1,190	App. 08/27/91

WASHINGTON COUNTY:

M.P. 9.64 – PACIFIC HIGHWAY WEST:

6007 088	BP Oil Company	Donation	App. 09/24/91

N.W. 185TH AVE. INTERCHANGE – SUNSET HIGHWAY:

6064 001	Standard Insurance Company	$2,135,000	App. 09/06/91
6064 002	Standard Insurance Company	$ 2,715	App. 09/06/91
6064 004	Standard Insurance Company	$ 72,825	App. 09/06/91
6064 006	Minute Photo; Benjamin Farjah	$ 225	App. 09/17/91

WHEELER COUNTY:

MITCHELL–KEYES CREEK (EAST UNIT) – OCHOCO HIGHWAY:

58093	Hashknife Ranch	$ 1,000	App. 08/26/91

MITCHELL–KEYES CREEK (WEST UNIT) – OCHOCO HIGHWAY:

6067 004	Hashknife Ranch	$ 3,500	App. 09/04/91

MITCHELL–KEYES CREEK QUARRY – OCHOCO HIGHWAY:

6005 006	Colleen J. TeeGarden, et al	$ 22,000	App. 09/04/91

Dated this 10 day of December, 1991

For Rod Kuhn
Steven Green, Right of Way Manager

F

1/21/92

DATE: **NOVEMBER, 1991**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLACKAMAS COUNTY**: **ESTACADA-FARADAY - CLACKAMAS HIGHWAY**: File 42709 - Containing 1.6 Acres; $10,000; Approved 10/24/91.

2) **COLUMBIA COUNTY**: **GOBLE - LOWER COLUMBIA RIVER HIGHWAY**: File 14986 - Containing 1.60 Acres; Donated to Div. of State Lands for Wetlands; Approved 10/14/91.

3) **COOS COUNTY**: **COOS BAY - OREGON COAST HIGHWAY**: File 12606 (AKA RW 10628) Containing 5,130 Sq. Ft.; $40,500; Approved 10/02/91.

4) **GILLIAM COUNTY**: **MANAGEMENT HOME PURCHASE - 716 SPRING ST. IN CONDON, OREGON**: File 6003 013 - Containing 17,500 Sq. Ft.; $27,000; Approved 10/24/91.

5) **KLAMATH COUNTY**: **THE WILLIAMSON RIVER QUARRY RD. - THE DALLES-CALIFORNIA HIGHWAY**: File 11913A - Containing 0.63 (for approval to subordinate our interest to U.S. Forest Service, retaining use of roadway for access to State Quarry); no monetary amount; Approved 10/24/91.

6) **LANE COUNTY**: **SUTTON LAKE-FLORENCE - OREGON COAST HIGHWAY**: File 53424 - Containing 1.3 Acres; $15,000; Approved 10/24/91.

7) **LINCOLN COUNTY**: **NEWPORT MAINTENANCE STATION - OREGON COAST HIGHWAY**: File 03756 - Containing 57,000 Sq. Ft.; $267,000 plus $3,000 for Administrative Costs (We will be trading the current Maintenance Site in Newport for Mr. & Mrs. Gates' 15 acres at the North end of town valued @ $295,000. We will be paying $25,000 over the value of State-owned parcel); Approved 10/15/91.

8) **MULTNOMAH COUNTY**: **HARBOR DRIVE-BARBUR BLVD. - PACIFIC HIGHWAY**: File 33698 (includes 19899) - 14,296 Sq. Ft.; $85,000; Approved 10/28/91.

9) **MULTNOMAH COUNTY**: **TROUTDALE SECTION - COLUMBIA RIVER HIGHWAY**: File 11921 (includes 11922 & 11923) - Parcel 1 contains 6,820 Sq. Ft., $10,250; Parcel 2 contains 5,471 Sq. Ft. (this will be deeded to City of Troutdale as part of MOU Agrmnt. with Multnomah County, City of Troutdale (Appraised value of $500 has been added in to Parcels 1 & 3 who will benefit from street improvement); Parcel 3 contains 30,830 Sq. Ft., $108,000; Approved 10/91.

AGREEMENTS: (35-48)

10) Highway Easement Deed from USA, DOT, FHWA on File 6008 017; within Ochoco National Forest, Wheeler County; **CROOK COUNTY LINE-FOREST BOUNDARY SECTION - OCHOCO HWY.**; Approved 9/23/91.

AGREEMENTS: (Continued)

11) Agreement with Central Oregon Irrigation District for the purpose of constructing **REDMOND BEND NORTH UNIT SECTION – THE DALLES–CALIFORNIA HIGHWAY (STATE PRIMARY HWY. #4) – DESCHUTES COUNTY** and reconstructing District's facilities; Misc. C. & A. #10856; no monetary amount; Approved 10/21/91.

PERSONAL SERVICE CONTRACTS: (35–46)

12) Demolition Contract with Stark Trucking for the demolition of two structures: 18028 N.E. Sandy Blvd. & 7726 S.W. Terwilliger Blvd., Portland, and removal of all material and debris; Files 6081 004 and 6081 001; Start Date: 10/31/91; End Date: 1/17/92; Consideration $23,600; Approved 10/31/91.

13) Demolition Contract with P.B.S. Environmental, Inc. for asbestos abatement and abatement management; air monitoring; **MARKET ST. INTERCHANGE – PACIFIC HWY.; MARION COUNTY.**; File 6027 001; Start Date: 10/22/91; End Date: 06/30/92; Consideration $25,405; Approved 10/22/91.

14) Memorandum #1 for increase to cost of original demolition contract with Geologic Environmental Mineral Resource Consulting, Inc. (to amend original contract because of site conditions differing from those conditions upon which original scope of work and cost estimate were based); File 07695; Start Date: 08/09/91; End Date: 6/30/92; Consideration unknown at this time (time/mat'ls. basis); Approved 10/14/91 (original approved 08/08/91).

15) Personal Service Contract with Al Griffin, Pro Data, for training for Kurt Beeken on AURS System written by Al Griffin so he can update/correct system within house; Start Date: 10/15/91; End Date: 11/14/91; $40.00 per hr. not to exceed $320; Approved 10/15/91.

16) Demolition Contract with Al Schattenkirk (Al's Contractors & Sales) to remove all improvements at 416 N.E. Housley; 3221 N. Stephens; and 3341 N. Stephens, Roseburg; **HOOKER RD.–ALAMEDA SECTION – OAKLAND–SHADY HWY. – DOUGLAS COUNTY**; Start Date: 10/18/91; End Date: 12/06/91; Consideration $3,950; Approved 10/18/91.

17) Demolition Contract with Paul Bunyan Tree Service (Barbara Grubbl) to remove ten dead cherry trees and Elderberry bushes (next to 30950 S.W. Magnolia, Wilsonville OR); File 22382; Start Date: 10/25/91; End Date: 11/14/91; Consideration $485; Approved 10/25/91.

18) Demolition Contract with Al Schattenkirk (Al's Contractors & Sales) to demolish houses at 415 N.E. Housley & 2251 N. Stephens, Roseburg, remove debris, and cap sewerlines; **HOOKER RD.–ALAMEDA SECT. – OAKLAND–SHADY HWY., DOUGLAS COUNTY**; Files 58743 & 58784; Start Date: 10/29/91; End Date: 12/16/91; Consideration $2,800; Approved 10/29/91.

R/W SERVICE AGREEMENTS: (35–50)

19) Addendum to R/W Service Agreement #375 with Department of Land Use to add that the State will determine sufficiency of Title as part of its closing process; **S.W. 170TH AND FARMINGTON RD. (COUNTY RD.) COOK'S MARKET**; (Jacklin Property); Additional advance deposit $109,000; Approved 10/02/91.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

TACOMA STREET INTERCHANGE–S.E. 17TH – PACIFIC HIGHWAY:

6041 013	John B. Trent and Wilva A. Trent, Trustees	$41,951.60	Appr. 9/11/91

COLUMBIA COUNTY:

COLUMBIA CITY NCL–WARREN – LOWER COLUMBIA RIVER HIGHWAY:

58866	Arlen V. & Phyllis S. Olson	$130,000	App. 10/18/91

DOUGLAS COUNTY:

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58735	John Stonerod; Patricia Harris; Robert Beardsley	$ 48,000	App. 09/11/91
58753	Jean L. Linde	$ 15,000	App. 10/30/91
58758	Archie J. & Hazel M. Owen (Mobile Home)	$ 28,500	App. 09/11/91
58803	Bruce V. & Frances S. Gilley	$ 10,005	App. 09/26/91
58803	Joe O. Mandera (Sign)	$ 100	App. 09/26/91
58803	Linda Horton	$ 45	App. 09/26/91
58808	Clair G. & Jean Whelchel	$ 2,200	App. 09/24/91
58825	Timothy & W. McKinney	$ 1,565	App. 10/09/91

GILLIAM COUNTY:

ARLINGTON–CEDAR SPRINGS RD. (NORTH UNIT):

6099 004	Gilliam County	$ 2,050	App. 10/18/91
6099 007	Clifford & Elizabeth Christensen	$ 39,150	App. 09/25/91
6099 015	Ralph & Iva Hickey	$ 425	App. 10/18/91

GRANT COUNTY:

WCL JOHN DAY–CANYON CREEK – JOHN DAY HIGHWAY:

6094 001	D.R. Johnson Lumber Co.	$ 1,150	App. 10/22/91
6094 019	Les Schwab Tire Center of OR, Inc.	$ 11,142	App. 09/23/91

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE ROAD – MT. HOOD HIGHWAY:

57149	Richard C. Semmes	$ 1,690	App. 10/07/91
57240	Valna F. Tucker	$ 10,000	App. 10/14/91

JACKSON COUNTY:

TRAIL–CASEY STATE PARK – CRATER LAKE HIGHWAY:

56513	Evan C. & Loretta L. Shriner	$ 2,350	App. 10/30/91
56515	Wallace C. Wilson	$ 4,620	App. 10/23/91
56521	Bobby J. & JoAnn Shoestall	$ 700	App. 10/30/91

OPTIONS: (Continued)

JEFFERSON COUNTY:

MADRAS MAINTENANCE STATION - THE DALLES-CALIFORNIA HIGHWAY:

6006 003	Bryce K. Binder	$ 95,190	App. 05/30/91

KLAMATH COUNTY:

CRATER LAKE BOUNDARY-FORT KLAMATH - CRATER LAKE HIGHWAY:

6068 010	Harris Farms, Inc. & David E. Wood	$ 1,800	App. 09/23/91
6068 013	LMJ Cattle Co.	$ 7,500	App. 10/07/91
6068 013	LMJ Cattle Co. (Transfer of Water Rights)	$ 1,800	App. 10/08/91

LAVERNE AVENUE-SOUTHSIDE BYPASS -WASHBURN WAY COUNTY:

59093	John & Darlene Bowers	$ 8,000	App. 10/18/91
59096	David F. & Vesta A. Pitt	$ 21,000	App. 09/23/91
59097	Richard Smallwood	$ 12,500	App. 09/11/91

LANE COUNTY:

COGSWELL HILL SLIDE (THURSTON) - MCKENZIE HIGHWAY:

56777	Paul H. & Marvel J. Magney	$ 10,100	App. 09/12/91

MCKENZIE HWY. PASSING BAYS - MCKENZIE HIGHWAY:

58163	Joseph & Rita Bardouche	$ 5,950	App. 10/02/91
58168	James P. & Lillian C. Lauritson	$ 3,700	App. 10/21/91
58169	Giustina Resources, Ltd. Partnership	$ 3,625	App. 10/24/91

LINCOLN COUNTY:

LINCOLN BEACH-FOGARTY CREEK - OREGON COAST HIGHWAY:

55664	Myron & Ida Moore	$ 250	App. 10/21/91
59126	Dennis & Carole Thomas	$ 100	App. 09/27/91
59133	William P. & Helga E. Hackworth	$ 100	App. 09/27/91

MARION COUNTY:

SILVERTON RD.-STATE ST. - PACIFIC HIGHWAY:

6027 116	Donald M. & Margaret May Townsend	$ 60,000	App. 09/30/91
6027 119	Haskell, Barker, & Olp, Inc.	$ 10,900	App. 10/14/91
6027 059	Pauline Memorial A.M.E. Zion Church	$ 1,800	App. 10/30/91
6027 089	Landon & Janette Bergen	$ 210	App. 10/21/91

WOODBURN NCL-LINCOLN ST. - PACIFIC EAST HIGHWAY:

57957	Daryl & Dorothy Wiesner	$ 1,420	App. 10/18/91
57959	Ivan & Betty Orton	$ 10,500	App. 09/24/91
57970	Woodburn Discount Foods, Inc.	$ 500	App. 10/02/91
57972	Thomas Tweed; Gayle Tweed, Tamara Wulf	$ 400	App. 10/14/91

F

1/21/92

Report of Actions Taken Under Delegated Authority
November, 1991 – Page Five

OPTIONS: **MARION COUNTY**: WOODBURN NCL-LINCOLN ST. – PACIFIC EAST HWY: (Cont.)

57979	Robert & Beverly J. Brack	$ 18,300	App. 09/23/91
57991	Diana Schwab Tomseth	$ 13,900	App. 10/08/91
57995	Pablo & Paul Alvarez	$ 4,775	App. 10/10/91
57997	George Somers, Jr.	$ 2,250	App. 10/28/91
57997	Taco Time, Inc.	$ 4,450	App. 10/28/91
58003	Goe, Livesay, Darji	$ 8,100	App. 10/08/91
58005	Richard A. Kreitzberg	$ 13,975	App. 10/22/91
58005	Key Bank of Oregon (Sign)	$ 1,125	App. 10/18/91

MULTNOMAH COUNTY:

N.E. 181ST-223RD – I-84 COLUMBIA RIVER HIGHWAY:

6092 024	Doyle Backus	$ 250	App. 10/22/91

TERWILLIGER BLVD INTERCHANGE – PACIFIC HIGHWAY:

6026 014	Fifth Ave. Corp.	$ 2,800	App. 10/14/91
6026 016	Ruby M. Kime	$ 3,000	App. 10/02/91

UMATILLA COUNTY:

S. FORK GOLD SPRINGS BRIDGE #17217 – PENDLETON-COLD SPRINGS HIGHWAY:

6103 002	Clifford & Judith Bracher	$ 355	App. 10/07/91

UNION COUNTY:

OLD OREGON TRAIL HWY.-ISLAND CITY – WALLOWA LAKE HIGHWAY:

6059 032	Earl F. Wells	$ 100	App. 10/18/91

WASHINGTON COUNTY:

MURRAY BLVD.-FANNO CREEK – SCHOLLS HIGHWAY:

6047 036	On the Green Condo. Homeowner's Assoc.	$ 35,000	App. 09/11/91

PACIFIC WEST @ EDY SCHOLLS – PACIFIC HIGHWAY WEST:

6060 004	Randall Zimprich (Sherwood Peddlars, C.P.)	$ 15,900	App. 10/22/91

Dated this 23 day of December, 1991

Steven Green, Right of Way Manager
for

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 3) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY 1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Gelco Construction Co.dba Gradeline Construction Contract No. 10793 Acceptance Date: November 19,1991	S.W. Canby St.- S.W. Taylor Ferry Road Multnomah County
F.E.Ward,Inc. Contract No. 10777 Acceptance Date: November 19,1991	Little North Fork Rd.- MP 25.0 Marion County
Gelco Construction Co.dba Gradeline Construction Contract No. 10794 Acceptance Date: November 19,1991	S.W. Vermont St.- S.W. Barbur Blvd. Multnomah County
Ausland Construction,Inc. Contract No.10811 Acceptance Date : November 20,1991	E.Fk. Evans Ce.(Asbestos) Bridge Jackson County
Kiewit Pacific Co. Contract No. 10832 Acceptance Date: November 20,1991	N.E. 138th Ave. - N.E. 181st Ave. Multnomah County
Certified Coatings of California Contract No. 10860 Acceptance Date: November 20,1991	Fremont Viaduct(NB & SB) Multnomah County
Chaney's Asphalt Paving Co. Contract No. 10894 Acceptance Date : November 20,1991	Long Creek Rock Production Grant County
J.C. Compton Contractor,Inc. Contract No.10924 Acceptance Date: November 20,1991	Farewell Bend-Olds Ferry Interchange Malheur County
Roy L. Houck Construction Co. Contract No.10944 Acceptance Date: November 20,1991	Front St.-Pacific Hwy. East(Woodburn) Marion County

JAL Construction,Inc. Contract No.10957 Acceptance Date: November 20,1991	Mongold State Park Marion County
Marco Electric,Inc. Contarct No.11004 Acceptance Data: November 20,1991	Broadway St at Newmark Street(North Bend) Coos County
J.C.Compton Contractor,Inc. Contract No.11007 Acceptance Data:November 20,1991	District 11 Recycle Projects Klamath County
Palouse Asphalt Paving Contract No. 11026 Acceptance Date: November 20,1001	Elgin Rock Production Union County
Wildish Paving Co. COntract No.11037 Acceptance Date: November 20,1991	District 5 Overlay Projects Lane County
MOCON Corporation Contract No.11059 Acceptance Date: November 20,1991	Arch Cape Tunnel-Short Sand Creek(Bkwy) Tillamook and Clatsop
M&J Elect.,Inc.dba Marine and Industrial Electric Contract No.10882 Acceptance Date: November 25,1991	Murray Blvd.-Jefferson/ Columbia Multnomah and Washington
Babler Bros.,Inc. Contract No.10898 Acceptance Date: November 25,1991	Sunnyside - Lawnfield Rd.(Unit 2) Clackamas County

EXPENDITURE RECAP

	Above Project's	FY to Date
Original Authorization	$17,842,596.22	$67,724,198.10
Anticipated Costs	$17,433,609.81	$67,710,447.44
Percentage Overrun (Underrun)	-2.3%	-0.1%

Wayne F Cobine

Wayne F. Cobine, Manager
Office of Operations
Date 11/26/91

BMW:bmw

DELAUTH

G

1/21/92

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 92 [July 1]

REGION	5 Months to Date -	+	TOTAL	AVE % by REGION
1	6	9	15	+ 4.7
2	9	1	10	- 4.0
3	7	5	12	- 1.0
4	6	2	8	+ 1.1
5	9	1	10	- 6.4
TOTAL	37	18	55	- 0.1

- Projects underrunning Original Authorization
+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On September 25, 1991, approved an interagency agreement with Travel Information Council and the Commission for the Blind regarding vending machine services at the safety rest areas.

2) On December 4, 1991, approved an agreement with Union County for sno-park enforcement in the Anthony Lakes and Spout Springs Ski Area vicinities. This agreement is effective December 4, 1991, through June 30, 1992, at a cost not to exceed $3,500.

Dated this 30th day of December, 1991

For Wayne Cobine, Manager
Office of Operations

December 23, 1991

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following actions were taken:

1) On October 15, 1991, approved abandonments of damage claims under $5,000 as follows:

CAO-89-625 on Farmington Road, Hwy. 10, Rt. 142 in Washington County. Guardrail damage of $1,184.81. No proof of negligence shown.

CAO-90-189 on Lower Columbia River Highway, Hwy. 2W, in Columbia County. Traffic control damage of $283.86. Uninsured motorist.

CAO-89-743 on Pacific Highway, I-5 in Multnomah County. Traffic control damage of $1,170.40. Unable to locate driver.

CAO-91-016 on Mt. Hood Highway #26 in Clackamas County. Traffic control and cleanup of $739.27. Unable to locate deceased's husband.

2) On November 18, 1991, approved a personal service contract with Confluence Northwest covering mediation, negotiation, and facilitation services for the Johnson Creek Project in Region 1. This contract is effective November 21, 1991, through January 2, 1992, at a cost not to exceed $5,000.

Dated this 31 day of December, 1991

Don Adams
Region 1 Engineer

December 23, 1991

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following action was taken:

1) On October 18, 1991, approved abandonments of damage claims under $5,000 as follows:

CAO-89-125 on Oregon Coast Highway, Route 101, in Clatsop County: damage for traffic control and clean-up $615.85. Policy limits exhausted.

CAO-89-482 on Oregon Coast Highway, Clatsop County: brake failure, damage to toll booth. Costs not kept on minor damages.

CAO-90-339 on Oregon Coast Highway, Tillamook County: damage to a sign, $101.98. Car driven without owner's permission.

CAO-90-247 on Hillsboro-Silverton Highway in Washington County: guardrail damage of $632.18. Unable to locate driver of car.

CAO-91-331 on Pacific Highway I-5, Marion County: guardrail damage of $763.22. Driver of car swerved to avoid hitting pedestrian, therefore not driver's fault.

Dated this 31st day of December, 1991

Ken Husby
Region 2 Engineer

December 23, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following actions were taken:

1) On October 16, 1991, approved abandonment of damage claims under $5,000 as follows:

   CAO-91-411 on Willamette Highway #18, Rt. 58, in Lane County. Costs not received.

   CAO-90-543 on Umpqua Highway, Rt. 73, in Douglas County. Bridge railing damage of $1,701.66. Uninsured motorist.

   CAO-90-409 on Oregon Coast Highway, US101, Rt. 9, in Coos County. Remaining balance of $326.31 abandoned due to affidavit of "negative worth" signed by driver.

   CAO-91-042 on Redwood Highway #25, Rt. 199, in Josephine County. Signal pole damage. No cost as happened in project area.

2) On November 7, 1991, approved an agreement with City of Myrtle Creek and Douglas County covering maintenance on a traffic signal at the intersection of First Street and Main Street.

Dated this 2nd day of January, 1992

James Gix
Region 3 Engineer

December 23, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following action was taken:

1) On October 22, 1991, approved abandonments of damage claims under $5,000 as follows:

CAO-86-328 on Lexington-Echo Highway #320 in Morrow County. Pavement damages of $1,782.48. Balance of $1,282.48. Company filed bankruptcy and collection futile.

CAO-89-341 on Columbia River Highway #2 in Morrow County. Fire damage of $891.51. No negligence on driver's part.

CAO-91-394 on the Pendleton Highway #47 in Umatilla County. City worker caused signal power outage.

Dated this 3rd day of January, 1992 ~~1991~~

J. X. Wilson
Region 5 Engineer

December 23, 1991

RECEIVED
DOT DIRECTOR
REFER TO
JAN 0 6 1992
FOR

Info	Invest	R/D	Road Direct	Sign	Act	File

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On December 10, 1991, approved Supplement No. 1 to an intergovernmental agreement with Chemeketa Community College revising the date from November 6, 1991, to December 19, 1991, for the "Commercial Drivers License Workshop". All services are to be performed prior to January 30, 1992.

Dated this 30 day of December, 1991

W. J. Quinn
Engineer of Materials and Research

December 23, 1991

RECEIVED
DEC 30 1991
MATERIALS DIVISION
OFFICE

731-0314(12-90)

M

MINUTES OF 1/21/92

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report Of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1. On December 10, 1991, approved a personal service contract with Barker Surveying Company to provide a land survey for the DMV Headquarters facility. The contract covers the period December 13, 1991 to January 6, 1992 at a cost of $ 4,500.

Dated this 31ST day of December, 1991

Jane Hardy Cease

Jane Hardy Cease, Administrator
Motor Vehicles Division

Report of Condemnation Cases Dismissed

State v. Trent
L - 9747
R - 6047013
Section: Tacoma Street Interchange-17th Ave. Section
Highway: Pacific Highway East
County: Clackamas
Remarks: Settled by Highway
Option Amount: $42,000

State v. LMJ Cattle
L-9723
R-6068013
Section: Crater Lake Boundary
Highway: Klamath
County: Klamath
Option Amount: $8,800

State v. Ewing
L-9610
R-6050037
Section: Forge-Lobert Road
Highway: The Dalles-California
County: Klamath
Remarks: Settled by Highway
Option Amount: $7,500

Report of Condemnation Cases Settled

State v. Good
L - 9545
R - 55486
Section: Queen Avenue-Corvallis
Highway: Albany-Junction City Highway
County: Linn
State's Deposit: $100
Answer: $5,000
State's 30 Day Letter Of Offer: $1,000
Settlement: $1,500
Comments: Settlement is based on prior experience that juries in this area tend to award large sums of money to property owners; the loss of access.
State's Attorney: Wendy Paris

State v. Winters
L - 9695
R - 58868

Section:	Scenic Columbia River Highway
Highway:	Crown Point
County:	Multnomah
State's 30 Day Letter of Offer:	$6,800
Settlement:	$7,000
Comments:	Sum was based on litigability of prior agreements State made with defendant.
State's Attorney:	Jim Griffin

State v. Gross
L - 9648
R - 6047011

Section:	Muarry Boulevard-Fanno Creek
Highway:	Scholls
County:	Washington
State's Offer:	$2,000
Answer:	$100,000
State's 30 Day Letter of Offer:	-------
Settlement:	$10,000
Comments:	State's Fee Appraiser, Mr. Palmer, appraised the property at $6,050 including dedication. Settlement is good because dedication is a very hard issue to try to a jury in this area. Defendant would argue dedication is unconstitutional, an issue which the State's Supreme Court is expected to issue a decision on it any day.
State's Attorney:	Roger R. Warren

State v. O'Malley
L-9661
R-6042028

Section:	Airport Way-Cairo Junction
Highway:	Olds Ferry Ontario
County:	Malheur
State's Offer:	$12,100
Settlement:	$12,100
State's Attorney:	Bob Peterson

State v. Dimick
L-9679 & 9678
R-6054022 & 6054021

Section:	Terrebonne-O'Neil Jct.
Highway:	The Dalles-California
County:	Deschutes
State's Offers:	$10,600
State's 30 Day Letter of Offer:	-----
Settlement:	$15,000
Comments:	The take included grandfathered commercial property. This is a good settlement as a jury could award much more for damages and for the value of the property as Deschutes Counties is experiencing a big increase in property values.
State's Attorney:	Wendy Parish

State v. Saunders
L-9659
R-6047-035

Section:	Murry-Fanno Creek
Highway:	Scholls
County:	Washington
State's Offer:	$15,800
State's Deposit:	$20,150
Settlement:	$20,150
Comments:	The defendants settled for the $20,150 and the agreement that the State would not restrict access to his neighbor's property and that his sign would remain where it is presently located in the slopes, which will be used only for drainage.

State v. Parton
L-9633
R-57159

Section:	Mt. Hood-Long River
Highway:	Mt. Hood
County:	Hood River
State's Offer:	$46,000
State's 30 Day Letter of offer:	$7,000
Defendants Answer:	$15,000
Settlement:	$7,750
Comments:	The settlement is based on the difference in fencing bids and a potential that a jury would return a higher verdict based on the fencing bids.
State's Attorney:	Robert Peterson

State v. Lee
L-9672
R-6042016

Section:	Airport Way-Cairo Junction
Highway:	Olds Ferry-Ontario
County:	Malheur
State's Offer:	$7,700
State's 30 Day Letter of Offer:	$15,000
Defendants Answer:	$75,000
Settlement:	$18,000
Comments:	The defendants contended modification would be necessary to accommodate their onion warehouse. The State's settlement recognized the cost of installing additional pavement.
State's Attorney:	Robert Peterson

State v. Murakami Farms
L-9644
R-6042020

Section:	Airport Way-Cairo Junction
Highway:	Olds Ferry-Ontario
County:	Malheur
State's Offer:	$16,525
State's 30 Day Letter of Offer:	$26,000
Defendants Answer:	$100,000
Settlement:	$33,000
Comments:	Settlement was based on the property owners contentions State's offer was inadequate to cover continuances created by relocation of septic lines and poorly drained soil property owners also contend that they would be impacted by the highway noise. Contention supported by the EIS which set forth sound impacts in excess of those recognized by federal standards.
State's Attorney:	Robert Peterson

State v. Failor
L-9690
R-6029019

Section:	Salmon Creek (Oakridge) Bridge
Highway:	Willamette
County:	Lane
State's Offer:	$1,150
Defendants Answer:	$14,625
Settlement:	$2,500
Comments:	Defendants accepted State's 30 day offer of $2,500
State's Attorney:	Wendy Paris

Trial Reports

State v. Brant
L-9543
R-55455

Section:	Queen Avenue-Corvallis
Highway:	Albany-Junction City
County:	Linn
State's Offer:	$2,500
State's 30 Day Letter of Offer:	$8,500
Defendants Answer:	$30,000
Verdict:	$10,255
Comments:	State's Fee Appraiser, Guy Roberts, testified in the amount of $4,209 which is a figure slightly lower than the defendant's broker testified at. The defendant's broker also testified the damages because of loss of access to the highway. The jury agreed with the defendant's witness regarding damages.

State v. Good
L-9544
R-55464

Section:	Queen Avenue-Corvallis
Highway:	Albany-Junction City
County:	Linn
State's Offer:	$19,600
State's 30 Day Letter of Offer:	$30,000
Defendants Answer:	$210,000
Comments:	Defendant's key testimony involved Oregon Department of Transportation offer to buy a piece property for maintenance station. State's offer for this piece of property was $118,000. Jury's verdict was definitely based on the State's offer to buy this site.

* * * * *

JTT0236A/RW/lar

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1/21/92

Report of Condemnation Cases Dismissed

State v. Champion
L - 9729
R - 6075006

Section:	Mill City Gates
Highway:	North Salem
County:	Marion
Remarks:	Settled by Highway
Option Amount:	$2450

Report of Condemnation Cases Settled

State v. Wilt
L - 9693
R - 6044019

Section:	Mary's River-Kiger Island
Highway:	Pacific Highway West
County:	Benton
State's Deposit:	$650
Answer:	$10,000
State's 30 Day Letter Of Offer:	$2,500
Settlement:	$2,500
Comments:	Defendants accepted State's 30-day offer of $2,500
State's Attorney:	Wendy Paris

State v. Detmer
L - 9606
R - 6029-009

Section:	Salmon Creek Highway
Highway:	Willamette
County:	Lane
State's Deposit:	$22,850
Defendant's Answer:	$135,747
State's 30 Day Letter of Offer:	$55,000
Settlement:	$60,000
Comments:	Defendants claimed damages because of increased noise, loss of income because the State took two RV spaces and increased the slope of their access point. Defendants performed a test for State's attorney in which they were able to demonstrate the loss of the two RV spaces. State modified the slope, settled the case for $60,000
State's Attorney:	Roger Warren

State v. Olander
L - 9537
R - 6047006

Section: Murray Boulevard-Fanno Creek
Highway: Scholls
County: Washington
State's Offer: $600
Answer: $65,000
State's 30 Day Letter of Offer: -------
Settlement:
Comments: State's Fee Appraisers contended that dedication did apply. Defendants claimed dedication did not apply. The assumption by the State's experts that the property's highest and best use is multi-family residential development is unreasonable as construction of multi-family units is sharply declined in the area. Best use of property is as a single family residence. Therefore no dedication applies. Hence the case was settled for $8,000.
State's Attorney: Roger Warren

State v. Striker
L-9733
R-58867

Section: Columbia County NCL-Warren
Highway: Lower Columbia River
County: Columbia
State's Deposit: $173,500
Answer: $300,000
State's 30 Day Letter of Offer: $200,100
Settlement: $205,000
Comments: We just felt that any settlement under the amount that defendant paid for the property would be a good settlement. Defendant paid $220,000. Jury would have been very sympathetic to defendant and probably would have awarded at least his purchase price.
State's Attorney: Luther Jensen

State v. Secoyen(?)
L-9684
R-6026005

Section:	Tuwilliger Blvd. or
Highway:	Pacific
County:	Multnomah
State's Deposit:	$6900
Defendant's Answer:	$20,000
State's 30 Day Letter of Offer:	$3200
Settlement:	$9,000
Comments:	This is a good settlement because defendant bought the property for more than the settlement amount and if the court would have allowed defendant's purchase price as evidence the jury would have rewarded the defendant at least the purchase price based on prior experience in this county.
State's Attorney:	Roger Warren

State v. Mid Oil Company
L-9600
R-6029-017

Section:	Salmon Creek Bridge
Highway:	Willamette
County:	Lane
State's Deposit:	$2,025
Answer:	$7,500
Settlement:	$2,500
Comments:	The defendants had declared bankruptcy. The trustee accepted the State's 30-day letter of offer $2,500.
State's Attorney:	Roger Warren

State v. Genel Company
L-9649
R-6047046

Section:	Murray Blvd. - Fanno Creek
Highway:	Scholls
County:	Washington
State's Deposit:	$2,000
Settlement:	$2,000
Comments:	Defendants did not file an answer or an appearance. Judgment was taken in the amount of $2,000.
State's Attorney:	Roger Warren

State v. Genel Company
L-9655
R-6047038

Section: Murray Blvd.-Fanno Creek
Highway: Scholls
County: Washington
State's Deposit: $1,500
Settlement: $1,500
Comments: The defendants did not make an appearance or answer and were defaulted and judgment taken in the amount of $1,500.
State's Attorney: Roger Warren

State v. Ford
L-9739
R-58270

Section: Central Point Interchange
Highway: Pacific
County: Jackson
State's Deposit: $12,705
Settlement: $12,705
Comments: Defendants notified plaintiff after the filing of the complaint that they would accept $12,705 as settlement.
State's Attorney: Roger Warren

Trial Reports

State v. Patrlj
L-9639
R-58303

Section: Union-Grand Viaduct
Highway: Pacific Highway East
County: Clackamas
State's Deposit: $21,000
Defendants Answer: $130,000
Trial Report: The State called one value witness who testified just compensation should be $21,000. The jury seemed to agree or believe a lower value for the property but awarded approximately $13,000 for an ornamental fence which defendants testified was good advertising and used as a security device.
Verdict: $31,000

* * * * *

JTT026AA/DTB/mp

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
0	1/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

December 9, 1991

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On December 9, 1991 $8,986,692.51 was distributed to the counties as their share of motor vehicle revenues for the month of November, 1991.

On December 9, 1991 $5,697,578.71 was distributed to the cities for the month of November, 1991.
(List of apportionments on file in Commission Files, Salem.)

Dated this 9th day of December, 1991.

Tony Lewis

731-0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION MEETINGS

TOUR
DINNER
February 18, 1992

FORMAL MEETING
LUNCH
OREGON TRANSPORTATION PLAN STEERING COMMITTEE
February 19, 1992

HILLSBORO, OREGON

At 1 p.m., February 18, 1992, the Oregon Transportation Commission and staff met at the Hallmark Inn in Hillsboro for a bus tour of Washington County. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Donald E. Forbes, Director of Transportation
Judy Gregory, Human Resources Management
Tony Lewis, Financial Services
Paul Meyerhoff, Transportation Development
Jane Cease, Driver and Motor Vehicle Services
Don Adams, Region 1 Engineer
Jay Bosse, Assistant Manager, Northern Region, Motor Vehicles
Harold Lasley, District Manager, ODOT
Fran Neavoll, Commission Services

Officials from Washington County were also on the tour.

The first stop of the tour was at the Motor Vehicles Field Office at 1034 S.E. Walnut Street in Hillsboro. Bob Oliver, Manager of the Hillsboro office, told the Commission there was an approximate 20-minute wait for service at this office, and there is also a problem of asbestos in the building structure.

The Commission then traveled to the Public Services Building Auditorium, 155 North First Avenue, Hillsboro, for an orientation by Washington County. Joining the Commission at that time were: Bonnie Hays, Chairman, Board of Washington County Commissioners; Bruce A. Warner, Director, Land Use and Transportation; Brent Curtis, Manager, Planning Division, Washington County; and Ethan Seltzer, Regional Planning Supervisor, METRO.

Brent Curtis, by visual aides, told the Commission future population and employment growth in the Portland Metropolitan area are expected to be significant with the majority occurring in the suburban

areas within the urban growth boundary. He said the travel demand will increase substantially and current trends toward more scattered origins and destinations will intensify. He commented the projected growth will cause urban mobility to deteriorate. He indicated that automobile trips in Washington County would increase 70 percent in Year 2005 even with transit expansion and demand management. He said that greater roadway capacity, as well as aggressive transit and demand management, is needed to ensure urban mobility.

Ethan Seltzer, Regional Planning Supervisor, METRO, stated that maintaining urban mobility will require making better use of and expanding the transportation system. He briefed the Commission on the regional urban growth goals and objectives, summarized as follows:

> Goal 1 addresses the coordination issue by providing the process that METRO will use to address areas and activities of metropolitan significance.
>
> Goal 2 recognizes that the region is changing as growth occurs and that change is challenging the assumptions about how urban growth will affect quality of life.
>
> Goal 2 provides the broad framework needed to address the issues accompanying urban growth. The livability of the urban region should be maintained and enhanced through initiatives which preserve environmental quality, coordinate the development of jobs, housing, public services and facilities, and interrelate the benefits and consequences of growth in one part of the region with the benefits and consequences of growth in another.

Mr. Seltzer commented that urban mobility should be a primary goal of the Transportation Plan and he urged the State to have a strong role in ensuring urban areas are served by an adequate transportation system.

(Copy of written document in Commission's files, Salem, covering Mr. Curtis' and Mr. Seltzer's presentations entitled "Maintaining Urban Mobility".)

Following the orientation at the Public Services Building Auditorium, the Commission traveled over the Evergreen Road Project in which Immediate Opportunity Funds had been used. The following projects were pointed out to the Commission as the tour proceeded:

> Shute Road, proposed abandonment of Burlington Northern Railroad, 158th-Cornell Interchange, Cornell Road, 158th-Cornell Oaks Area, Murray Boulevard (Sunset to Railroad Overcrossing), Farmington Road, Murray Boulevard (Allen Boulevard to Scholls Ferry Road), Murrayhill/Sterling Pointe, Scholls Ferry Road, and Sunset Transit Center/Park and Ride.

The Commission was met at the Hillsboro Airport by John Newell and Bill Low. Following a short tour of the airport, the Commission returned to the Hallmark Inn at 4:20 p.m.

At 7 p.m., February 18, 1992, the Oregon Transportation Commission held a working dinner with the local officials at the Hallmark Inn and Restaurant, 3500 N.E. Cornell Road, Hillsboro. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Donald E. Forbes, Director of Transportation
Judy Gregory, Human Resources Management
Tony Lewis, Financial Services
Paul Meyerhoff, Transportation Development
Jane Cease, Driver and Motor Vehicle Services
Don Adams, Region 1 Engineer
Fran Neavoll, Commission Services

There were other staff persons present including approximately 28 local officials from Washington County, Cities of Forest Grove and Sherwood, Port of Portland, Standard Insurance Company, Tualatin Valley Economic Development, Tektronix, Inc., Tri-Met, U.S. Bank, Sunset Corridor Association.

Roy Rogers, Washington County Board of Commissioners, opened the discussion by mentioning that Highway 217, 99W, Six Corners (Sherwood), Sunset Highway, and I-5 Interchange are major concerns. He said another concern is neighborhood infiltration.

Bruce Warner, Director, Washington County Land Use and Transportation, spoke concerning the changes that have occurred since the Commission met in Washington County in 1989.

Mr. Warner reiterated the strong growth in population, employment, and daily automobile and transit trips in Washington County. He told how the local taxpayers had approved in recent years a $27 million property tax levy, a $60 million levy for roads, and a traffic impact fee on developers in an effort to help pay for highway and transit improvements. He emphasized the need for a balance on the funding for highway and transit projects. He said urban mobility is essential to economic health and livability and it should be a primary goal of the Transportation Plan. He spoke concerning the delays on the Western Bypass and he felt the study should be completed as quickly as possible.

Mike Ragsdale, Grubb and Ellis Company, told of the need for a north-south highway and the delays occurring since 1989 on the Western Bypass Study. He said the study is in a state of "analysis paralysis" and he requested leadership and direction from the Commission to expedite this

project. He indicated he was not critical of any staff person but of the process.

Linda Peters, Washington County Board of Commissioners, felt it was important to go through the process of studying the potential effects of the different paradigms on this Western Bypass Project.

John Olson of Standard Insurance Company stated concerning the Western Bypass Study there is a need for more of a cooperative/partnership effort between all the various groups on this type of project.

Bonnie Hays, Chair, Washington County Board of Commissioners, commented that there is a desire to bring this Western Bypass Study to a closure. She felt it was important to maintain the credibility of the process, but to provide answers.

The dinner meeting adjourned at 8:55 p.m.

On February 19, 1992, the Oregon Transportation Commission held its regular monthly meeting at the Public Services Building Auditorium, 155 North First Avenue, Hillsboro, beginning at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Roger L. Breezley, Member
Donald E. Forbes, Director of Transportation
William Anhorn, Deputy Director and State Highway Engineer
Don Adams, Region 1 Engineer
Judy E. Gregory, Human Resources Management
Tony Lewis, Financial Services
Jane Cease, Driver and Motor Vehicle Services
Paul Meyerhoff, Transportation Development
Fran Neavoll, Commission Services

There were other staff persons present.

Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission approving the following items on the consent calendar.

1) Approved the minutes of the January 21, 1992, meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2843 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Assistant Director for Administration	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Office of Operations, Maintenance/Construction Manager	Exhibit G
Bridge Engineer	Exhibit H
Region 2 Engineer	Exhibit I
Highway Controller	Exhibit J

The Commission confirmed their next meeting date of March 17, 1992, in Salem, and tentatively set April 23, 1992, in the State Capitol Building, Salem.

Due to the primary election on May 19, Judy Gregory suggested changing the May 18 and 19 meetings in Baker City to Wednesday, May 20, and Thursday, May 21. The Commission concurred with this change.

Mr. Forbes mentioned that in accordance with ORS 184.615 and 366.145 the Director's appointments of the following staff for restructuring the Department must be approved by the Commission. Commissioner Ford moved for approval and the motion carried unanimously by the Commission approving the following appointments:

Bill Anhorn	Deputy Director and State Highway Engineer
Judy Gregory	Manager, Human Resources Management
Paul Meyerhoff	Manager, Transportation Development
Jane Cease	Manager, Driver and Motor Vehicle Services
Tony Lewis	Manager, Financial Services
Duane Christensen	Manager, Technical Services

Mr. Forbes discussed a revised timeline for the Oregon Transportation Plan/Legislative Financial Package. The Commission concurred with the following decisions:

1) The Oregon Transportation Plan System Element will be completed before a specific legislative financial proposal is approved and released.

2) Adoption of the Oregon Transportation Plan will be scheduled for the September Commission meeting, rather than the August meeting.

(Continued on next page)

3) Adoption of the legislative financial package will be scheduled for the November Commission meeting.

4) The Oregon Transportation Plan Financial Systems Policy Advisory Committee will meet for the last time on March 31.

5) A Transportation '93 Symposium will be scheduled for the fall to showcase the Plan and create a statewide focus on new directions for transportation.

Bea Brooks, Civil Rights Manager, presented to the Commission the second annual review of the Department's internal and external Civil Rights Programs from January through December 1991. The report consisted of their accomplishments, action items for 1992, and major problem areas for the Affirmative Action/Equal Employment Opportunity Programs, Equal Employment Opportunity Contract Compliance and On-the-Job Training Programs, Emerging Small Business Program, and Disadvantaged Business Enterprise Program. Her comments are summarized as follows:

1) The Department employs 4,173 permanent full-time people of which 28% of the work force are women, 8% are minorities, and 5.3% are disabled.

2) The Department exceeded its goal of placing 90 minorities and/or women in the on-the-job training positions on Federally-funded highway construction projects.

3) DBE participation on highway construction projects totaled 12.55%, exceeding the established goal of 12%. A total of $25,550,060 in highway construction subcontracts were awarded to disadvantaged business enterprises.

4) Involvement and retention of Black Americans within the highway construction program, specifically the DBE Program, is a major problem area (a 42% decrease in participation of those firms).

5) A total of $513,512 have been awarded in projects to certified emerging small businesses to date.

(Copy of written report in Commission's files, Salem.)

Mark Ford, Strategic Planning Manager, briefed the Commission on the U.S. Army Corps of Engineers Plan to help the salmon on the Columbia River by drawing down two reservoirs and increasing the velocity of the river. He explained barges cannot operate if the water levels are reduced below minimum pool levels. He said the level of the Columbia River may be lowered during critical times to increase salmon survival. Tentative plans call for a March drawdown, followed by a raising of that level in

April, so the river returns to a normal level by July 1. He said that plan would place the Lower Granite Dam below minimum pool and would stop barge navigation to the port at Lewiston, Idaho. Water levels would be five feet above minimum pool at the John Day pool. He commented the Department became involved in the issue because grain traffic from Lewiston goes to the Portland grain elevators. He mentioned that alternative transportation modes being considered include rail and trucking to other river ports.

Mark Ford advised the Commission that the Southern Pacific Railroad is considering changing its branchline system in the Willamette Valley and offering certain lines for lease to improve the railroad's operating costs.

Mr. Meyerhoff handed the Commission a draft Aeronautics' Strategic Plan, which includes a six-year business strategy. He said the plan will be discussed with the Commission at a future meeting. (Copy of Plan in Commission's files, Salem.)

Ken Husby, Region 2 Engineer, and June Carlson, Planning Section, briefed the Commission on a request to increase funding by $400,000 for the Pacific Coast Highway (US101) Corridor Planning Study. Negotiations to finalize a contract with the selected consultant have developed a scope for work, which exceeds the approved funding of $800,000. Based upon expectations for intense public involvement and to ensure a credible and useful product from the study, additional funding is necessary. Commissioner Breezley said he understood how complex this study has been, but he cautioned the staff on too many adjustments, such as another 50 percent increase. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the contract.

Dennis Moore explained that the new Intermodal Surface Transportation Efficiency Act doubled the amount of planning money available to the metropolitan planning organizations. He said the Federal Transit Administration, formerly UMTA, has asked that the State administer FTAA Section 8 planning funds for metropolitan planning organizations in parallel with the PL funds. He commented a formula has been developed covering the transit planning funds based on population and a Federal hold harmless provision, in consultation with the metropolitan planning organizations.

Concerning the highway planning funds, Mr. Anhorn presented the formula, in consultation with the metropolitan planning organizations, which includes a base dollar amount that addresses the transportation need and the remaining distributed on the basis of population. He said in the past the State has provided the match for planning funds and the current match is 11.52% or $61,531.23. He explained the new law changes the match to 20% and the total match now required is $246,488.75. He said the planning organizations are requesting that the State provide the match because the planning organizations have not budgeted for that cost. He said the requests are for the Commission to approve 1) the distribution formula, and 2) continuation of the State providing the match at the increased level.

Andy Cotugno, Metropolitan Service District, representing the metropolitan service districts, appeared to support this request. He told how their districts have new requirements with increased responsibility. He said they would support this request until significant events occur, such as Corvallis becoming an MPO, or the apportionments are significantly less than authorized; at which time, the districts would like to reconsider this again.

Richard Schmid with the Mid-Willamette Valley Council of Governments, Keizer-Salem area, supported Mr. Cotugno's comments. He indicated with the new requirements, they will need assistance from the State.

Vice Chairman Whitty moved for approval of the requests by Mr. Moore and Mr. Anhorn. The motion carried unanimously approving the formulas and the State providing the match as follows:

Transit Planning Funds

MPO	FTAA SECTION 8 TOTAL
Longview-Kelso-Rainier Urbanized Area	$ 602
Medford Urbanized Area	20,000
Salem Urbanized Area	34,385
Eugene-Springfield Urbanized Area	41,414
Portland Urbanized Area	219,925
TOTAL	$316,326

Highway Planning Funds

MPO	Federal	State Match	FY 93 Total
Longview-Kelso-Rainier Urbanized Area	$ 1,600.00	$ 400.00	$ 2,000.00
Medford Urbanized Area	98,214.39	24,553.60	122,767.99
Salem Urbanized Area	199,317.66	49,829.42	249,147.08
Eugene-Springfield Urbanized Area	203,266.98	50,816.74	254,083.72
Portland Urbanized Area	483,555.97	120,888.99	604,444.96
TOTAL	$985,955.00	$246,488.75	$1,232,443.75

The Commission also authorized the State Highway Engineer and the Administrator of Public Transit to sign the necessary agreements with Rogue Valley Council of Governments, Lane Council of Governments, Mid-Willamette Valley Council of Governments, Cowlitz-Wahkiakum Governmental Conference and Metropolitan Service District.

Don Adams, Region 1 Engineer, handed the Commission a written document entitled Westside Corridor Project. (Copy in Commission's files, Salem.) He mentioned that in the written document are the key elements of an agreement with Tri-Met, a status report of the project, and a traffic mitigation strategy.

Bob Post of Tri-Met gave the Commission a project status report on the Westside Corridor. (Items discussed are shown on Page 11 of written document.)

Tom Walsh, Tri-Met, advised the Commission on the financial issues of the Westside Corridor. He discussed the issues of low-floor cars at an estimated cost of $33 million, the cash flow assumptions, capital reserve account, and the borrowing authority for Tri-Met. He indicated Tri-Met would not have the borrowing authority and he would return at a future meeting with a request for the lending of credit enhancements within the State's constitutional powers.

Dennis Moore, Transit Administrator, and Bob Post, Tri-Met, briefed the Commission on the impacts of transit projects and the Westside Corridor project due to the differences between the Intermodal Surface Transportation Efficiency Act of 1991 and the President's proposed budget.

Chairman Hollern called for a recess at 10:15 a.m., and the meeting reconvened at 10:20 a.m.

Mr. Anhorn requested the authority to enter into a consultant contract for architectural services for preliminary design, plans and specifications for construction of the La Grande repair shop facility, Union County, at a cost not to exceed $250,000. He said the existing facility was constructed in 1928 and it does not address the current needs of equipment repair. He said that the Department does not have the staff to develop the plans and specifications. Commissioner Breezley moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the consultant contract.

Mr. Anhorn asked that the item to add Phase 1 of the Cazadero Slide Correction Project on the Clackamas Highway in Clackamas County to the 1991-96 Six-Year Highway Improvement Program be removed from the agenda for consideration.

Mr. Anhorn requested authority to enter into an interagency agreement with Oregon State University for a study entitled Evaluation of Rutting Potential of Asphalt Concrete Mixtures. He said the total estimated project cost is $75,000. The research study by Oregon State University is estimated to cost $70,000. The remainder of the work, such as review and monitoring, will be done in-house. The study would be conducted over a 21-month period. Commissioner Bolender moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the agreement.

The Commission asked for a report at the next meeting on studded tires, such as the annual damage done to highways and the costs.

Mr. Anhorn requested approval of $200,000 for materials testing consultant services in Regions 4 and 5. He explained Region 4 has a contract with Century West Engineering Corporation and would like to supplement that contract with an additional $100,000. Region 5 would use $100,000 to establish a new flexible services contract. Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contracts.

Mr. Anhorn requested approval of a supplemental contract with Nan Heim Associates on the Mt. Hood Parkway Project in Multnomah County. He explained this would allow continuation of the consultant's public involvement services during preparation of the project draft environmental impact statement and the public meetings and hearings. He asked that the contract be increased by $45,000 for a new total project cost of $117,300 and extending the time to October 30, 1993. Don Adams discussed the status of the project and the need for this consultant. Vice Chairman Whitty moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the supplemental contract.

Mr. Adams explained the request for increasing the construction authorization on Contract No. 10,982 for the Cornell Road Interchange on the Sunset Highway in Washington County in the amount of $2,738,394.22 (16.8% increase). Mr. Adams said the overrun is a result of subexcavation work that was required to stabilize the new highway foundation. The original plans indicated that about one foot of material would need to be removed. After the work started, as much as two and one-half feet of material needed to be replaced to stabilize the roadway. The stabilization included the westbound and eastbound lanes as well as side roads on the project. He explained the Region plans to delay the N.W. 185th Avenue Interchange contract on the Sunset Highway until program year 1993 to fund this increased cost. Commissioner Breezley moved for approval and the motion carried unanimously increasing the contract cost.

Michael Wert, Region 1, gave an update on the Western Bypass Study. She said the Department is working with local jurisdictions to participate in the development of alternatives. The jurisdictions were uncomfortable with advancing to the environmental impact statement the alternative that would expand arterial streets but have agreed to assist the Department in further developing an arterial streets alternative. She explained that this leaves the decision of "go/no-go" to the end of the alternatives phase of the study, rather than the strategies phase as originally planned. She said this would delay the decision for about four months; however, she was comfortable with this consensus process. It is expected to complete the alternatives analysis by May, the environmental impact statement by April 1993, and return to the Commission in July or August with an amount to increase the project costs.

Keith Bartholomew, 1000 Friends of Oregon, explained their LUTRAQ study (Land Use, Transportation and Air Quality) was to consider the feasibility of modifying land use patterns to eliminate the need to build a new highway. The study had several components, including defining a more interactive land use/transportation model for the Region, definition of a land use alternative to the Bypass, and an implementation strategy. He said 1000 Friends is in the process of developing an alternative to a bypass, as well as an associated economic/marketing analyses. He said it is hoped that the final alternative will be available by the end of March.

Before continuing with the delegations concerning the Western Bypass, Mr. Forbes stated that the Washington Transportation Commission had adopted a resolution suspending the tolls on the Astoria Bridge in Clatsop County on May 9-11, 1992, and encouraged the Oregon Commission to do the same. He explained this is in conjunction with the Columbia River Discovery-200th Anniversary Celebration and it would allow tourists to travel freely between festival activities in Astoria and Southwest Washington. Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission, subject to the staff being able to work out the details.

Meeky Blizzard, Executive Coordinator, Sensible Transportation Options for People, expressed concern about the direction of the Western Bypass Study. She said the study needs to be refined so it addresses the goals and objectives of the Study Committees and the public workshops. Those are reducing auto dependency, reducing congestion, creating an efficient urban form, and reducing neighborhood traffic infiltration. She said the study is not going to meet those public expectations by addressing the north-south circumferential travel.

Dave Stewart, Vice President of Sensible Transportation Options for People, addressed the four concerns of auto dependency, congestion relief, urban form, and neighborhood protection. He said the study results indicate that those objectives cannot be met. He commented that congestion would increase, automobile dependency would remain the same, the conditions in the neighborhoods are not what the public has in mind, and there would be a negative impact on urban form issues.

Molly O'Reilly, President of Sensible Transportation Options for People, invited the Commission (the next time they are in Washington County) to a walking tour. Her comments were in the form of questions: Are the expectations of the public being met? Will it be supportive of and consistent with the regional and State policies and visions? She extended an invitation to the Commission to attend a community meeting February 18 concerning the Western Bypass Study at the Hillsboro High School.

Mary Tobias, President, Tualatin Valley Economic Development Corporation, stated that they have consistently supported the Western Bypass Study and have participated with open minds throughout the length of the study. She indicated their Corporation is comfortable with the

study process to date; however, they are concerned it is taking so long. She urged that the process be expedited as much as possible. She spoke concerning auto dependency and neighborhood infiltration. She closed by indicating a new funding system should be developed for transit.

Bill Hill, Sherwood, Superintendent of Schools, told of the unsafe conditions their bus drivers experience in transporting children to school. In order to solve these problems, he said the Western Bypass Study must continue. He urged the Commission to support the funding for the study to find the safest solution, not only for the school children but for the general population, who use that road every day.

Bob French from Intel was present, but did not wish to testify.

Ray Polani, Citizens for Better Transit, said they are concerned about the Western Bypass and the other Access Oregon Projects in the Portland region. He reiterated his earlier comments concerning the proposed 1990 Oregon Highway Plan dated September 18, 1990, and Revisions to the Regional Transportation Plan dated November 5, 1991. (Copy of documents in Commission's files, Salem.) He commented the Southern Pacific Transportation Company's desire to lease or sell 300 miles of branch lines between Eugene and Portland offers an opportunity for the State to begin to provide the multi-modal transportation system. For funding, he recommended the conversion of the Highway Trust Fund into a Transportation Trust Fund through a constitutional amendment, and he urged that the Commission take a leadership role. He also suggested that rails be included in the long-term transportation solution for the Portland Region and the entire State.

Fred Nussbaum, Oregon Association of Railway Passengers, spoke in support of integrating different modes of transportation in the Western Bypass. He proposed in the alternative analysis that a transit solution be included. He felt the Commission should be considering ways of implementing multi-modal concepts. He handed to the Commission a written document entitled Transportation 2020 Vision in the Portland area. (Copy in Commission's files, Salem.)

Andy Cotugno gave a report on Region 2040: Transportation and Land Use Concepts, Phase 1. He said the purpose of this project is to better understand the alternatives for accommodating the growth expected within the Region in the next 50 years and the choices that may be involved. He stated this project results from a recommendation made as a part of the process leading to the adoption of the Regional Urban Growth Goals and Objectives. He said Phase 1 of the project is expected to be a 12-month effort, beginning January 1992 and the work is funded by the Department of Transportation, Tri-Met, and METRO. He commented Phase 1 will include two rounds of public involvement, the first being the Regional Growth Conference on April 21. Once Phase 1 is completed, Phase 2, which is scheduled to begin in 1993 will include a detailed evaluation of each alternative and selection of the preferred alternative.

The meeting adjourned at 11:30 a.m.

At 12 noon, the Transportation Commission had lunch with local officials at the Hallmark Inn, 3500 N.E. Cornell Road, Hillsboro. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) The same persons were present as at the formal meeting.

The luncheon arranged by Washington County was attended by County officials, Cities, Chambers of Commerce, and Doug Browning of the Hillsboro Argus. Chair Bonnie Hays opened the discussion by asking each Commission member to discuss how Washington County's transportation issues are similar with other areas around Oregon.

Vice Chairman Whitty praised Washington County for their positive way of treating problems as opportunities and for their ability to seek creative solutions.

Chairman Hollern expressed appreciation for the cooperation received from the local officials and the coalitions that have been formed in attempting to solve the funding issues. He said it was most helpful for the Commission to have out-of-town meetings in order to see the projects firsthand.

Commissioner Ford told how Jackson County and the City of Medford shared with Washington County the problems of rapid growth, congestion and bypass issues.

Commissioner Bolender said Washington County's transportation problems were unique and he was supportive of the Murray Boulevard improvements.

Commissioner Breezley said "America is the car" and there is a desire to change that, but it isn't going to change. He commented that the Commission is trying to make the best decisions and do what is best for the State for the turn of the century.

Jane Cease expressed her thoughts on her transition from Legislator to Manager of Motor Vehicles.

Mayor of Hillsboro, Shirley Huffman, mentioned the need for improvement on Oak and Baseline Streets in Hillsboro.

The working luncheon adjourned at 1:05 p.m.

At 1:30 p.m. the Oregon Transportation Commission met with other members of the Oregon Transportation Plan Steering Committee in the Public Services Building Auditorium, 155 North First Avenue, Hillsboro, to discuss the Transportation Plan. (Notice of the work session had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Donald E. Forbes, Director of Transportation
Paul Meyerhoff, Transportation Development
Mark Ford, Manager, Strategic Planning
Dave Bishop, Manager, Transportation Plan
Fran Neavoll, Commission Services

There were other staff persons present. In attendance were other members of the Oregon Transportation Plan Steering Committee as follows:

State Senator Paul Phillips
State Representative Cedric Hayden
State Representative Ray Baum
Charles Vars, Mayor of Corvallis
Arlie Reno, Cambridge Systematics, Inc., consultant
Jerry Drake and Willard Keeney, Wilbur Smith Associates, consultants

Dave Bishop discussed the revised calendar of events for the Transportation Plan, which had been previously discussed at the Commission meeting. (Copy of calendar in Commission's files, Salem.) The committee agreed to the revised schedule.

Arlie Reno discussed the system of statewide significance, defined minimum levels of service, and outlined sketch plans covering the Oregon Transportation Plan, Multimodal System Element. (See written documentation in Commission's files, Salem.) He explained that the corridor's facilities, and systems of statewide significance were determined based upon the importance of particular elements of the transportation system in terms of:

1) Connecting major cities or urban areas within or outside Oregon.

2) Volumes of passengers and freight.

3) Contribution to important environmental, land use, and developmental goals.

4) Accessibility provided to regions of the State or to other States.

Mr. Reno said the facilities and corridors of statewide significance were identified by mode as follows:

1) Highway Corridors and Systems: Highways of statewide significance are the Interstate System, the Access Oregon Highways, and other routes identified in the 1991 Oregon Highway Plan.

2) Urban and Intercity Passenger Corridors and Systems: Portland's MAX, Transit District's Bus, connecting providers, and paratransit services, Amtrak, commercial air carrier service airports, intercity bus lines, and statewide bicycle route system.

3) Freight Systems and Services: Columbia River ports, and the Columbia/Snake River System, the intermodal connections to those ports, including connections between ocean-going vessels, barges, railroads, and trucks, other major intermodal transfer facilities, mainline rail lines through Oregon, and major oil and natural gas pipelines.

Mr. Reno said the Oregon Transportation Plan System Element includes definitions of minimum levels of service, or performance objectives, to apply to the State Transportation System, to regional systems, and to local systems. The performance objectives will apply to overall system performance, intermodal facilities, and modal facilities and systems. (See written document in Commission's files, Salem, for definitions of minimum levels of service for the services listed below.)

1) Statewide Intercity Passenger Services
   a) Intercity Bus or Van Services
   b) Intercity Rail Passenger Services
   c) Air Services

2) Statewide Freight Intermodal Services
   a) Highway Freight Minimum Levels of Service
   b) Rail Freight Services

3) Regional and Local Systems Minimum Service Levels
   a) Urban Transit Systems
   b) Regional and Local Highways and Streets

There was considerable discussion on the definitions of minimum levels of service by the Committee.

(Continued on next page)

Mark Ford summarized the discussion with the following directives:

1) The criteria for the facilities of statewide significance and services should be more objective.

2) To ensure that the criteria and facilities provide accessibility to the outlying regions of the State.

3) Clarify the significance of "statewide significance" in terms of State funding or other assistance. The State does not envision stopping support of other systems, so what does the designation mean?

Mr. Reno presented and discussed the following alternative sketch plans:

1) Sketch Plan 1: Minimize expenditures; Preserve System.

2) Sketch Plan 2: Continuation of 1991 Program Levels.

3) Sketch Plan 3: Maximize Economic Development.

4) Sketch Plan 4: Maximize Livability.

There was considerable discussion by the Committee on Sketch Plan 3: Economic Development and Sketch Plan 4: Livability.

Mr. Reno said an evaluation of the sketch plans will be discussed at the March 17, 1992, meeting of the Steering Committee.

A draft of the preliminary funding assumptions for the sketch plans was also presented to the Commission. (See written draft in Commission's files, Salem.)

The Committee appeared to be comfortable with the system of statewide significance and with the minimum levels of service as targets, subject to change when the costs and implications are known. Chairman Hollern said if any member of the Committee had comments concerning the presentation to send them to Dave Bishop.

One committee member expressed concern about Eastern Oregon and the accessibility provided to regions distant from Portland.

There was discussion concerning the March 17, 1992, meeting format regarding the Transportation Plan and the briefing on Federal legislation (ISTEA).

The Steering Committee adjourned at 3:45 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Member

Cynthia J. Ford, Member

Commission Services

Roger L. Breezley, Member

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Approve interagency agreement with Portland Community College to provide necessary management, daily operation and staff to oversee and operate rider education courses in the Portland-Metropolitan area. This rider education program is required by Oregon law for people under the age of 19 seeking a motorcycle endorsement. Cost is $22,705. (Approved by Ed Marges, Interim Administrator for Traffic Safety Division on December 20, 1991.) (Authorize Interim Administrator of Traffic Safety to sign all necessary agreements pursuant to interagency agreement.)

Dated this 26 day of December, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 24, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) Approve sole source personal service contract with Talbot, Korvola and Warwick to conduct a financial audit of the Alsea River (Waldport) Bridge Project in Lincoln County for a total lump sum of $20,000. The need for the financial audit arises from unresolved issues involving contractor and subcontractors' compliance with DBE Program Regulations, 49 CRF 23, and ORS Chapter 200, while performing work on the project. Final audit findings will aid the Civil Rights Section in making its final determination as to whether or not the contractor and subcontractors complied with applicable regulations and laws. (Approved by Bill Anhorn on December 24, 1991. Authorize State Highway Engineer to sign contract.)

Dated this 31 day of December, 1991

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 30, 1991

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) On December 18, 1991, you approved a Personal Services Contract between the Oregon Department of Transportation and Adizes Institute to provide consulting services to do an organization diagnosis for the Department on January 27, 28, and 29, 1992 (originally scheduled for January 28, 29, and 30). Approximate cost for the contract was $16,500. ($15,000 consultant fee and $1,500 for direct out-of-pocket expenses for one person.)

   Approval is requested to increase the contract by $1,500, bringing the total contract amount to $18,000, to cover the direct out-of-pocket expenses for one additional person to assist the consultant in this three-day workshop. The Director approved this increase on January 16, 1992.

Dated this 16th day of January, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

January 16, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Approve All-Terrain Vehicle Project Agreement with Coos County for the development and maintenance of an ATV trail system in the Coos County Forest. This agreement was recommended for approval by the All-Terrain Vehicle Account Allocation Committee on October 18, 1991. South Coast Trail Riders will provide 250 hours of volunteer labor. Cost is $25,600. (Approved by William Anhorn, Deputy State Highway Engineer, on January 2, 1992. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 12 day of January, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

January 2, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Approve agreement with Clatsop County for the permanent transfer to State from County of the Jewell-Elsie Road. On August 11, 1942, State and County agreed to temporarily route the Fishhawk Falls Highway over said road until a proposed replacement could be constructed. It has been determined that it is not economically feasible or functionally practical to construct the replacement facility. This agreement provides for the Jewell-Elsie County Road to become permanently designated as the Fishhawk Falls Highway, State Secondary Highway No. 103, and for State to accept all of County's vested interest and control of said road. (Approved by William Anhorn, Deputy State Highway Engineer, on January 21, 1992. Authorize State Highway Engineer to sign necessary agreement.)

Dated this 24 day of January, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

January 22, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On December 26, 1991, approved a personal service contract between Motor Vehicles Division and Thomas S. Drynan to provide investigative services on "as requested" basis by DMV Administrator or Deputy Administrator. Cost is $45,000. Term of contract: January 3, 1992 to December 31, 1992. (Authorized DMV Administrator to sign contract.)

Dated this 25 day of January, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

January 13, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1) On September 4, 1991, approved a personal service contract with Stanley Franzoy Corey Engineering for an amount not to exceed $40,000 for the purpose of accomplishing an Environmental Assessment and an Airport Layout Plan and Report for the Chiloquin State Airport. (Authorized Administrator of Aeronautics to sign necessary contract.)

2) On December 24, 1991, approved a personal service contract with Joseph B.J. Holden, Aviation Inspection Services, for an amount not to exceed $23,298 for the purpose of accomplishing the Airport Safety Data Inspections of the public airports in the State of Oregon. (Authorized Administrator of Aeronautics to sign necessary contract.)

3) On January 15, 1992, approved a personal service contract with W & H Pacific, Inc., an aviation consulting firm, for an amount not to exceed $33,742 for the purpose of accomplishing an Environmental Assessment Study for the new runway at the Bandon State Airport. (Authorized Administrator of Aeronautics to sign necessary contract.)

Dated this 27 day of January, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On January 21, 1992 approved a personal service contract with Gossard-Pyron Associates to conduct team building sessions within Central Services Division and to train facilitators to conduct team building sessions throughout the Department. Cost is $31,320. Term of contract: February 1, 1992 to June 30, 1993. (Authorized Assistant Director for Administration to sign contract.)

Dated this 3 day of February, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

January 31, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the following actions and report these actions for your official records:

1) On December 27, 1991, signed Supplement No. 3 to a personal service contract with Lerch, Bates, and Associates, Inc., for elevator consulting services in the Transportation Building in Salem. This supplement changes the contract completion date to December 29, 1992.

2) On December 31, 1991, signed a personal service contract with S. Brooks and Associates to recruit minority employees for Portland-area construction contractors. This contract is effective January 2, 1992, through June 30, 1993, at a cost not to exceed $74,000. (Transportation Commission approved July 23, 1991.)

Dated this 24 day of January, 1992

Judy Gregory
Assistant Director for Administration

January 22, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On December 17, 1991, signed Supplement No. 1 to a personal service contract with JRH Transportation Engineering covering permanent signing and traffic signal design. This supplement extends the contract completion date to June 30, 1993. (Transportation Commission approved April 17, 1990. William Anhorn signed for State Highway Engineer.)

2) On December 19, 1991, signed an interagency agreement with Oregon State University to do a truck tire issues study. This agreement is effective December 19, 1991, through September 30, 1992, at a cost not to exceed $20,000. (Michael Hollern approved November 11, 1991. William Anhorn signed for State Highway Engineer.)

3) On December 20, 1991, signed Supplement No. 1 to a personal service contract with Rittenhouse-Zeman Associates, Inc., covering hazardous waste preliminary assessments. This supplement is effective December 31, 1991, through December 31, 1992, and adds $75,000 for a new sum not to exceed $150,000. (Transportation Commission approved July 17, 1990. William Anhorn signed for State Highway Engineer.)

4) On December 23, 1991, approved a resolution with City of Wilsonville for the extension of its Special City Allotment Grant covering the construction of the Boones Ferry Road Project. (William Anhorn signed for State Highway Engineer.)

5) On December 23, 1991, approved Supplement No. 1 to a personal service contract with Robert Mazany and Associates covering Sequoia tree preservation on the Pacific Highway East in Clackamas County. This supplement extends the contract completion date to July 15, 1994. (William Anhorn signed for State Highway Engineer.)

6) On December 24, 1991, signed Supplement No. 1 to a personal service contract with Fetrow Engineering, Inc., covering hazardous waste preliminary assessments. This supplement is effective December 31, 1991, through December 31, 1992, and adds $75,000 for a new sum not to exceed $150,000. (Transportation Commission approved July 17, 1990. William Anhorn signed for State Highway Engineer.)

7) On December 27, 1991, signed a personal service contract with Burgess & Niple, Limited covering bridge inspection services in Area 9202. This contract is effective December 27, 1991, through August 31, 1993, at a cost not to exceed $295,484.21. (Transportation Commission approved April 17, 1991. William Anhorn signed for State Highway Engineer.)

8) On January 2, 1992, signed a personal service contract with Beak Consultants, Incorporated covering natural resources research and documentation. This contract is effective January 3, 1992, through December 31, 1993, at a cost not to exceed $300,000. (Transportation Commission approved August 20, 1991. William Anhorn signed for State Highway Engineer.)

9) On January 2, 1992, signed an assignment and assumption agreement with Science and Engineering Analysis Corporation covering cleanup of leaking underground storage tank sites in District 3. This document assigns the personal service contract signed October 16, 1991, from SRH Environmental Management to Science and Engineering Analysis Corporation. (Transportation Commission approved May 21, 1991. William Anhorn signed for State Highway Engineer.)

10) On January 13, 1992, signed a personal service contract with Oregon All-Terrain Vehicle Association for the administration of the All-Terrain Vehicle Program. This contract is effective January 13, 1992, through January 31, 1993, at a cost not to exceed $66,000. (Transportation Commission approved December 17, 1991. William Anhorn signed for State Highway Engineer.)

11) On January 15, 1992, signed an agreement with Grant County for the construction of Spray-John Day River (Unit 4, Holmes Creek) Section of John Day Highway. (Transportation Commission approved development on July 17, 1990, as part of the Six-Year Highway Improvement Program and construction on October 15, 1991. William Anhorn signed for State Highway Engineer.)

12) On January 16, 1992, signed a personal service contract with CH2M Hill Northwest, Inc., to perform environmental impact work for the Pioneer Mountain to Eddyville Project on Highway 20 (Corvallis-Newport Highway) in Lincoln County. This contract is effective January 16, 1992, through August 31, 1994, at a cost not to exceed $549,663. (Transportation Commission approved July 23, 1991. William Anhorn signed for State Highway Engineer.)

13) On January 16, 1992, signed an agreement with Coos County for the development and maintenance of an ATV trail system in the Coos County Forest. This agreement is effective November 1, 1991, through July 1, 1992, at a cost not to exceed $25,600. (Michael Hollern approved January 12, 1992. William Anhorn signed for State Highway Engineer.)

14) On January 17, 1992, signed a personal service contract with Anderson Engineering and Surveying to perform structural inspection of bridges in Area 9205. This contract is effective January 17, 1992, through April 30, 1993, at a cost not to exceed $301,415.75. (Transportation Commission approved April 17, 1991. William Anhorn signed for State Highway Engineer.)

C

MINUTES OF 2/19/92

15) **1992 STATE PRESERVATION PROGRAM CHANGES**

A) On December 18, 1991, approved an addition of the Boulder Flat-Fish Creek Bridge Section Project on Highway 73 to the 1992 State Preservation Program. Cost $235,000. The addition of this project will not affect the amount of funds allocated to Region 3.

B) On January 2, 1992, approved changing the following projects in Region 3:

Remove: Hatfield Dr.-Little River Bridge Section on Highway 73 and Oak Cr. Br.-Franks Stockpile Section on Highway 73.

Add: Ireland Road-Ollala Creek Section on Highway 35.

Change Type of Work to 2" F mix overlay: Golden Cr.-Weatherly Cr. Section on Highway 45.

These revisions will not affect the amount of funds allocated to Region 3 of $3,800,000.

Dated this 27TH day of January, 1992

William Ludwig
State Highway Engineer

January 22, 1992

EXHIBIT C
MINUTES OF 2/19/92

QUARTERLY REPORT

DAMAGE TO STRUCTURE CLAIMS

Period from 10/1/91 - 12/31/91

	Number	Dollar Amount
CAO DAMAGE CLAIMS OPENED	554	$ 64,753.17
REVENUE COLLECTED DURING QUARTER		
Full Payments	107	$ 126,445.19
Partial Payments	91	12,325.86
Total Revenue	198	$ 138,771.05
ABANDONMENTS		
Full Claims	19	$ 12,682.56
Partial Claims	5	8,924.23
Total Abandonments	24	$ 21,606.79
CLAIMS PENDING		
Beginning of Quarter	599	$ 212,177.47
End of Quarter	601	$ 181,290.21

Prepared by
Laurie A. Hall, Damage Claims Coordinator
Department of Justice
Finance and Government Section

EXHIBIT C
MINUTES OF 2/19/92

ANNUAL REPORT

DAMAGE TO STRUCTURE CLAIMS

as of January 1, 1992

1982	$ 442,129.47	(417 claims opened)
1983	467,551.22	(414 claims opened)
1984	575,497.35	(544 claims opened)
1985	583,942.72	(553 claims opened)
1986	1,049,426.36	(533 claims opened)
Five year total (1-1-82 through 12-31-86):	$3,118,547.12	
1987	$839,993.36	(570 claims opened)
1988	1,386,493.77	(578 claims opened)
1989	779,386.43	(574 claims opened)
1990	977,549.24	(620 claims opened)
1991	521,304.57	(554 claims opened)
Five year total (1-1-87 through 12-31-91):	$4,504,727.37	
Ten year total (1-1-82 through 12-31-91):	$7,623,274.49	

Prepared by
Laurie A. Hall, Damage Claims Coordinator
Department of Justice
Finance and Government Section

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Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	D	MINUTES OF	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) Signed the following Special City Allotment agreements: (Transportation Commission approved October 15, 1991.)

12-6-91	Aurora	Ottoway Rd. NE-Hwy. 99E
12-13-91	Coquille	E. 2nd St.-N. Collier St. N. Gould St.
12-13-91	Prairie City	Johnson St.-Front St.-S. Sixth St.
12-13-91	Eagle Point	E. Main-Ltl. Butte Creek Bridge-Stevens Rd.
12-19-91	Island City	C. St.-1st St.-Railroad Avenue
12-20-91	Jordan Valley	Swisher Avenue & Oregon Avenue
12-20-91	Burns	Saginaw Ave.-Hines Blvd.
12-23-91	Coburg	N. Miller St.-Pearl St.-Miller St.
12-23-91	Winston	Sherry St.-Hwy. 99-Rose St.
12-23-91	Sherwood	Hall St. (Oregon St.-Willamette St.)
12-23-91	Riddle	Fourth Ave. from Park St.-Main St.
12-23-91	Port Orford	7th St.-Washington St.-Deady St.
12-24-91	Falls City	Lombard St.-S. Main St.-Lewis St. (Joseph Speight signed for Gilmour).
12-24-91	Creswell	West "A" St. from 10th St.-7th St. (Joseph Speight signed for Gilmour).
12-24-91	Mt. Vernon	Ingle St. from Riverside St.-Hwy. 5 (Joseph Speight signed for Gilmour).
12-24-91	Dundee	SW 7th St. from Linden Lane-Hwy. 99W. (Joseph Speight signed for Gilmour).
12-30-91	Clatskanie	Bel Air Drive (Hwy. 30-Post Office)
1-14-92	Myrtle Point	First St. from Maple St.-Spruce St.

2) On January 14, 1992, signed Supplement No. 2 to an agreement with the City of Woodburn for the improvement of the Hillsboro-Silverton Highway at Woodland Street. Supplement provides for pavement design engineering. (Transportation Commission approved October 17, 1990, as part of the Immediate Opportunity Fund Project.)

Dated this 28th day of January, 1992

Joyce R. Speight for
Cam Gilmour, Manager
Program Section

January 22, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

January 24, 1992

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAU PROJECT					
NW Madison-W. Burnside 5TH & 6TH ST. NO. M-0000(100) City of Portland		Cancellation			1/14/92
FAS-C PROJECT					
Waymill Cr. (Oakdale Rd.) Br. RS-A542(1) Polk County		Cancellation			1/14/92

Approved Cam Gilmour
Cam Gilmour, Manager
Program Section

Date January 24, 1992

MKS002.th

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On October 8, 1991, approved parking prohibition on Pacific Highway West, No. 1W in Benton County from westside Greenberry Road (M.P. 91.21) to 250 feet south of Greenberry Road (M.P. 91.26.)

2) On October 9, 1991, approved parking prohibition on Lower Columbia River Highway, Hwy. No. 2W from 192 feet east of Front Avenue ramp (M.P. 2.21, Engr. Sta. 597+39) to 468 feet east of the Front Avenue ramp (M.P. 2.16 Engr. Sta. 600+15) in the City of Portland.

3) On November 4, 1991, approved removal of temporary construction speed zone signs since work has been completed on I-5, Pacific Highway No. 1, in Washington County, from M.P. 288.60 NB-M. P. 291.28 NB. Rescinded Speed Zone Order No. 982.

4) On November 19, 1991, approved "No Parking" on Salmon River Highway No. 39 from M.P. 15.05 to M.P. 15.09 in Polk County (120 feet west of the approach centerline to 120 feet east of the approach centerline on the south shoulder in front of the Brookside Cafe).

5) On December 3, 1991, adopted Speed Zone Order No. 1006 covering the following sections in the vicinity of Jacksonville on the Jacksonville Highway No. 272 in Jackson County:

   45 MPH from M.P. 34.20 to M.P. 35.35
   40 MPH from M.P. 35.35 to M.P. 36.57
   35 MPH from M.P. 36.57 to M.P. 37.45

   Rescinded Speed Zone Order No. 993 dated June 18, 1991.

6) On December 5, 1991, approved a parking prohibition on The Dalles-California Highway No. 4 near the Community of Terrebonne from M.P. 115.96 to M.P. 115.93 and from M.P. 115.90 to M.P. 115.87.

7) On December 9, 1991, approved an all-way stop installation on Columbia River Highway (South Frontage Road) at Graham Road (257th Avenue) I-84, Hwy. 2, M.P. F17.38 in the City of Troutdale.

8) On December 12, 1991, approved an agreement with City of Oregon City to construct an extension of S.E. Meyers Road to connect to Cascade Highway South, including traffic signal and provisions for an access.

Dated this 10 day of January, 1992

Dwayne Hofstetter, Traffic Engineer

December 23, 1991

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	E	MINUTES OF	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On December 12, 1991, approved a parking prohibition on Century Drive Highway No. 372 in Deschutes County at M.P. 22.29 to M.P. 21.19 in vicinity of Bend.

2) On December 16, 1991, approved a parking prohibition on Century Drive Highway No. 372 in Deschutes County at M.P. 18.46 to M.P. 18.12 on the south side of the highway and from M.P. 18.31 to M.P. 18.12 on the north side of the highway east of Sunriver Interchange.

3) On December 17, 1991, established a 40 MPH speed zone in the vicinity of Deadwood on the Mapleton-Junction City Highway in Lane County from M.P. 12.65 to M.P. 13.49. This action rescinds Speed Zone Order No. 751 dated August 25, 1977. See Speed Zone Order No. 1007.

4) On December 18, 1991, established a 50 MPH speed zone from the Willamette River to Baldock Rest Area on the Pacific Highway (I-5) in Clackamas County, M.P. 280.81 to M.P. 283.66. This is a temporary speed zone order which will expire when construction is complete and temporary speed signs are removed. See Speed Zone Order No. 1008.

5) On December 20, 1991, approved a parking prohibition on The Dalles-California Highway No. 4 (west side) in Deschutes County at M.P. 135.71 to M.P. 135.82 in front of the Jackpot Convenience Store.

6) On December 20, 1991, approved a memorandum of understanding with City of Beaverton relating to signal timing on the Beaverton-Hillsdale and Tualatin Valley Highways in the Beaverton area.

731-0314A (10-90)

7) On December 23, 1991, signed an agreement with City of Ontario for traffic signal installation on Idaho Avenue, 2nd Street, and Oregon Street. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

8) On January 3, 1992, established a 45 MPH speed zone on Albany-Junction City Highway No. 58, south city limits of Harrisburg in Lane County from M.P. 29.09 to M.P. 29.50. See Speed Zone Order No. 1009.

Dated this 3 day of February, 1992

Dwayne Hofstetter, Traffic Engineer

January 22, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

NW HOOKER ROAD-NE ALAMEDA AVENUE SECTION OF THE OAKLAND-SHADY HWY

58769	-	Donna Reuter Carlile	Offer:$	35,338.00
58770	-	Mark S. Hemstreet		12,750.00
58795	-	Monteith Equipment Company		15,300.00
58802	-	John G. and Mary Zink		19,775.00
58806	-	Current Trustees/Southland Corporation		19,525.00

OLD OREGON TRAIL - ISLAND CITY SECTION OF THE WALLOWA LAKE HIGHWAY

6059033	-	Stanley Weishaar	Offer:$	1,000.00

SILVERTON RD. - STATE ST. (PHASE 1) SECTION OF THE PACIFIC HIGHWAY

6027004	-	Merritt-Truax, Inc.	Offer:$	188,000.00

UPRR O'XING - PENDLETON HIGHWAY (SOUTH UNIT) SECTION, OF THE PENDLETON-COLD SPRINGS HIGHWAY

6051017	-	David H. Nelson	Offer:$	300.00

WOODBURN N.C.L. - LINCOLN ST. SECTION OF THE PACIFIC EAST HIGHWAY

57986	-	Golden Corral Corporation	Offer:$	2,000.00

Dated this 4nd day of February, 1992.

Lou Schwab, Acting Manager
Right of Way Section

F

2-19-92

DATE: **DECEMBER, 1991**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLACKAMAS COUNTY**: **HAINES RD. INTERCHANGE - PACIFIC HIGHWAY**:
File 33822 - Containing 950 Sq. Ft.; $150; Approved 11/22/91.

2) **CLATSOP COUNTY**: **SOUTH UNIT, ASTORIA-CAMP RILEA - OREGON COAST HIGHWAY**:
File 41286 - Containing 1.76 Acres; $17,000; Approved 11/27/91.

3) **CURRY COUNTY**: **PISTOL RIVER MAINTENANCE SITE - OREGON COAST HIGHWAY**:
File 56360 - Containing 14.31 Acres; $7,230; Approved 11/27/91.

4) **DOUGLAS COUNTY**: **UMPQUA LIGHTHOUSE STATE PARK - OREGON COAST HIGHWAY**:
File 50841 (AKA P127) - Containing 35,600 Sq. Ft.; $410; Approved 11/12/91.

5) **LINCOLN COUNTY**: **OTIS INTERCHANGE-LINCOLN CITY - OREGON COAST HWY**:
File 40956 (includes 41511) - Containing 10,430 Sq. Ft.; $31,000; Approved 11/22/91.

6) **MULTNOMAH COUNTY**: **BURLINGTON-SAUVIE ISLAND BRIDGE - LOWER COLUMBIA RIVER HWY**: File 37519 (includes 37529-Parcel 3; 37526-Parcel 1; and 37527) - Containing 10,860 Sq. Ft.; $750; Approved 11/22/91.

7) **MULTNOMAH COUNTY**: **COLUMBIA RIVER-PACIFIC HWY. - E. PORTLAND FREEWAY**:
File 49197 - Containing 2,000 Sq. Ft.; $5,000; Approved 11/27/91.

8) **MULTNOMAH COUNTY**: **E. MARQUAM INTERCHANGE - PACIFIC HIGHWAY**:
File 52846 - Containing 37,450 Sq. Ft. (improved with a 64,138 Sq. Ft. concrete industrial bldg.); $640,000; Approved 11/27/91.

9) **MULTNOMAH COUNTY**: **LENTS SCHOOL & STEELE ST. - E. PORTLAND**:
File 41018 - Containing 18,099 Sq. Ft.; $2,000; Approved 11/27/91.

10) **MULTNOMAH COUNTY**: **N. PORTLAND HARBOR-RUSSELL ST. - PACIFIC HIGHWAY**:
File 35113 - Westerly portion containing 7,395 Sq. Ft. (Files 35113, 35114, & 35115) $8,600; Easterly portion containing 10,174 Sq. Ft. (Files 35116, 35117, 35118, & 35119) $500; Total: $9,100; Approved 11/12/91.

11) **MULTNOMAH COUNTY**: **S.E. BUSH-S.E. HAROLD - E. PORTLAND FREEWAY**:
File 45851 - Containing 32,705 Sq. Ft.; $33,000; Approved 11/27/91.

12) **MULTNOMAH COUNTY**: **S.E. HAROLD-S.E. KNIGHT - E. PORTLAND FREEWAY**:
File 43779 - Containing 13,573 Sq. Ft.; $12,500; Approved 11/27/91.

13) **MULTNOMAH COUNTY**: **S.E. RAMONA-S.E. WOODSTOCK - E. PORTLAND FREEWAY**:
File 40779 - Containing 2,250 Sq. Ft.; $7,500; Approved 11/27/91.

Report of Actions Taken Under Delegated Authority
December, 1991 – Page Two

AGREEMENTS: (35–48)

14) Highway Crossing Agreement with U.S.A. acting through Bonneville Power Administrator; Misc. C. & A. No. 10944; **REDMOND–BEND (N. UNIT) SECTION – THE DALLES–CALIFORNIA HWY. (U.S. 97)**; for Highway Crossing of BPA's Easements and R/W; No monetary amount; Approved 11/15/91.

PERSONAL SERVICE CONTRACTS: (35–46)

15) Demolition Contract with Rome Black to remove all improvements at 3331 N.E. Stephens, Roseburg, remove all debris from site, and cap the sewer lines; File 58738; Start Date: 12/04/91; End Date: 1/21/92; $1,200; Approved 12/04/91.

16) Agreement with Outdoor Fence Co., Inc. to install permimeter fencing for Trachsel Buick and Shilo Inn properties with gates for security purposes; File 6027 001; Start Date: 12/05/91; End Date: 2/01/92; $2,573.50; Approved 12/05/91.

17) Personal/Labor Services Contract Revision with PBS Environmental, Inc. of Portland; modifications in terms of Contract No. 51251 executed 2/07/91 (reported on 3/91 Comm. report, Pg. 2, #15); to provide asbestos survey and report for building (including partial basement) at 435 Commercial Commercial St. N.E. in Salem OR; File 51251; Start Date: 4/12/91; End Date 5/15/91; $475; Approved 4/12/91.

18) Subsequent Services Agreement with PBS Environmental, Inc. for quarterly groundwater monitoring, testing, and reporting to Oregon DEQ at old Roberson Motors Site, 435 Commercial St. N.E., Salem OR; Start Date: 10/01/91; End Date: 8/31/92; File 51251; $9,200; Approved 10/09/91.

19) Memorandum of extension through 12/31/91 of Pro Data contract dated 10/15/91 (on Nov., 1991 report, Pg. 2, #15) for training of Kurt Beeken by Al Griffin; the second half day of training was scheduled into Dec.; original contract expired 11/14/91.

20) Demolition Agreement with Dan Obrist Trucking and Excavating for removal of improvements and septic tank pumping and removal at 16305 N.W. Cornell Rd.; File 58118; Start Date: 8/21/90; End Date: 9/01/90; $9,500; Approved 8/21/90.

21) Memorandum of increase to Dan Obrist Trucking & Excavating Co. demolition contract of 8/21/90 for the demolition of two buildings (See #20, above; original contract not previously reported); increase is due to discovery of an underground storage tank which had leaked gasoline to surrounding subsoil; Supplemental Start Date: 8/21/90; Supplemental End Date 11/22/91; File 58118; $153,071.98; Approved 9/12/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

TACOMA STREET INTERCHANGE–S.E. 17TH – PACIFIC HIGHWAY E. (MCLOUGHLIN BLVD.):

6041 002	John Mitchell, Inc.	$ 27,000	App. 11/22/91
6041 003	John Mitchell, Inc.	$100,000	App. 11/22/91

Report of Actions Taken Under Delegated Authority
December, 1991 – Page Three

OPTIONS: (Continued)

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

58592	Christian Life Center	$ 55,000	App. 10/15/91
58862	Lee J. & Louise Lacey R.C. "Duke" & Ulda DeBernardi	$110,500	App. 10/18/91

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58762	Richard R. Delfs	$ 7,450	App. 11/18/91
58771	Vione Stolar	$ 5,400	App. 11/26/91
58775	Lauren D. Young & Dena M. Young	$ 2,300	App. 10/30/91
58766	Carol Stuart; David L. Stuart; Jan A. McDuffee; Carol A. Stuart (Jacarda Properties)	$ 600	App. 10/24/91
58786	Doyle Schartz & Ann Schartz (Swanson)	$ 1,480	App. 10/24/91
58798	Joe and Clara E. Scallon	$ 8,080	App. 11/26/91

REGION OFFICE SITE – DIAMOND LAKE HIGHWAY:

59168	Todd Properties (% Douglas County Title Co., Escrow #91677)	$195,365.52	App. 09/22/91
59169	Public Employees Retirement Fund (% Douglas County Title Co., Escrow #91676)	$339,282.50	App. 09/27/91

GILLIAM COUNTY:

ARLINGTON–CEDAR SPRINGS RD. (NORTH UNIT) – JOHN DAY HIGHWAY:

6099 006	Bruce C. & Janan Agnew Billesbach	$ 23,100	App. 10/29/91
6099 014	Allan A. Smythe	$ 925	App. 10/28/91

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE ROAD – MT. HOOD HIGHWAY:

57120	Ted & Heidi Hansberger	$ 4,380	App. 11/18/91

JACKSON COUNTY:

TRAIL–CASEY STATE PARK – CRATER LAKE HIGHWAY:

56514	Lucille E. Kopanski	$ 8,325	App. 11/18/91
56522	Donald I. & Mary Jo Janin	$ 3,600	App. 11/18/91

KLAMATH COUNTY:

LAVERNE AVENUE–SOUTHSIDE BYPASS –WASHBURN WAY (COUNTY RD.):

59088	Bowers Excavating & Fencing, Inc. (Kendall)	$ 83	App. 10/30/91

LANE COUNTY:

MCKENZIE HWY. PASSING BAYS – MCKENZIE HIGHWAY:

58869	Laurence R. & Jenean Evans	$ 150	App. 11/12/91

F

MINUTES OF 2/19/92

Report of Actions Taken Under Delegated Authority
December, 1991 – Page Four

OPTIONS: (Continued)

MARION COUNTY:

SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY:

6027 094	Rick D. & Victoria J. Freeman	$ 45,050	App. 11/18/91
6027 108	Roland C. & Dorothy Jean Kleen	$ 650	App. 11/12/91
6027 113	William B. Knox	$ 33,500	App. 11/12/91
6027 121	James & Rae Ann Townsend	$ 55,650	App. 11/22/91

WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:

57952	Thomas F. & V. Evelyn Fender	$ 3,500	App. 10/29/91
57954	Ronald L. Berning	$ 950	App. 11/06/91
57954	Leonid Afonin & Sasha Usoltseff	$ 500	App. 11/06/91
57998	Ger–Mat Enterprises, Inc.	$ 4,100	App. 12/04/91

MULTNOMAH COUNTY:

E. MARQUAM INTERCHANGE (N.B. & BANFIELD ACCESS) – PACIFIC HIGHWAY:

6097 002	Dealers Supply Co.	$ 4,025	App. 11/18/91

S.E. DIVISION/S.E. YAMHILL – S.E. 190TH:

58460	Jim & Dorothy Ephrim	$ 350	App. 10/02/91
58472	David T. Robertson	$ 2,200	App. 10/14/91

UNION COUNTY:

OLD OREGON TRAIL HWY.–ISLAND CITY – WALLOWA LAKE HIGHWAY:

6059 018	Axel L. & Ruth S. Dahlstrom	$ 5,000	App. 11/22/91
6059 021	Gregory P. & Cindy A. Vergari	$ 11,150	App. 11/22/91
6059 037	Harry J. & Anita G. Smith	$ 5,000	App. 11/12/91
6059 038	Scott Irrigation Co., Inc.	$ 350	App. 10/28/91

WASHINGTON COUNTY:

N.W. 185TH AVE. INTERCHANGE – SUNSET HIGHWAY:

6064 005	M–2, Inc. (Lessee – improvements)	$ 2,500	App. 11/08/91
6064 006	Universal Video V, Inc. (Improvements)	$ 325	App. 11/08/91

PACIFIC WEST @ EDY SCHOLLS – PACIFIC HIGHWAY WEST:

6060 011	Union Oil of California	$ 250	App. 11/18/91

Dated this 15th day of January, 1992

For Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On December 19, 1991, approved an agreement with Clackamas County and Government Camp Recreation Association for snow removal on four side streets in Government Camp as part of the Sno-Park System.

Dated this 28 day of January, 1992

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

January 22, 1992

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MINUTES OF 2/19/92

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY 1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Kiewit Pacific Co. Contract No. 10535 Acceptance Date: December 18,1991	N.E.111th Dr.-N.E.181st Ave. Multnomah County
Abhe and Svoboda,Inc. Contract No. 10580 Acceptance Date: December 18,1991	Columbia River(Astoria) Bridge Clatsop County
Fabricators,Inc. Contract No. 10788 Acceptance Date: December 18,1991	Rose Lodge Polk Co.Line Lincoln and Tillamook Counties
Weaver Construction Co. Contract No. 10861 Acceptance Date: December 19,1991	Washburn Way(BNRR) O'xing Klamath County
Ross Bros.Construction,Inc. Contract No. 10873 Acceptance Date: December 19,1991	Digger Creek Bridge Benton County
Braselin-Yeager Excavating and Trucking ,Inc. Contract No. 10936 Acceptance Date: December 19,1991	MP.21 - Summit Clatsop County
Jerry Brundidge Construction,Inc. Contract No. 10943 Acceptance Date: December 19,1991	Scholls Highway at Denny Rd. Washington County
Coral Construction Co. Contract No. 10968 Acceptance Date: December 19,1991	Spring Creek Guard Rail Union County

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Coral Construction Co. Contract No. 10984 Acceptance Date: December 19,1991	Ukiah-Hilgard Hwy. at Spring Creek Rd. Union County
Roy L. Houck Construction Co. Contract No.10986 Acceptance Date: December 19,1991	Oswego Highway at Pimlico Drive Clackamas County
Eagle-Elsner,Inc. Contract No. 11006 Acceptance Date: December 19,1991	Beaverton-Tualatin Hwy at S.W. Burnham St. Washington County
Central Oregon Pavers,Inc. Contract No. 11019 Acceptance Date: December 19,1991	District 4 Chip Seal Projects Benton and Linn Counties
Western Construction,Inc. Contract No. 11032 Acceptance Date: December 19,1991	Weiser Junction-Malheur River Bridge Malheur County
Dirt and Aggregate Interchange,Inc. Contract No. 11040 Acceptance Date: December 19,1991	Boiler Bay - Otter Rock Highway Lincoln County
Seubert Excavators,Inc. Contract No. 10575 Acceptance Date: January 14,1992	Dixie Summit-Austin Junction Grant County
S & K Painting,Inc. Contract No. 10891 Acceptance Date: January 14,1992	O'xing Crown Point at MP 35.1 WB Multnomah County
Babler Bros.,Inc. Contract No. 10926 Acceptance Date: January 14,1992	Rainier - Tide Creek Columbia County
Morse Bros.,Inc. Contract No. 10961 Acceptance Date: January 14,1992	Brookman Rd.-Garland Rd.(N.Bound) Washington County

Oregon Asphaltic Paving Co.,Inc.	District 11 Overlay Projects
Contract No.11016 Acceptance Date: January 14,1992	Harney and Lake Counties
Sims Electric,A Division of Pacific Electric Contractors,Inc. Contract No. 11023 Acceptance Date: January 14,1992	Siskiyou Blvd at Wightman St.(Ashland) Jackson County
Blue Mountain Paving Co.	Shore Drive-Umatilla W.C.L. (Bikeway)
Contract No. 11067 Acceptance Date : January 14,1992	Umatilla County
Superior Paving Co. Contract No. 11078 Acceptance Data: January 14,1992	Fox - Mt.Vernon Grant County
Holm II,Inc.	Beltline Hwy. at Cal Young Neighborhood
Contract No. 10998 Acceptance Date : January 17,1992	Lane County
Blue Mountain Paving Co.	S.W. 15th St. - S.W. 2nd St. (Pendleton)
Contract No.11088 Acceptance Date: January 17,1992	Umatilla County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$ 49,555,444.05	$117,279,642.15
Anticipated Costs	$ 50,531,631.57	$118,242,079.01
Percentage Overrun(Underrun)	+2.0%	+0.08%

for Kenneth D. Kanwood
Wayne F. Cobine, Manager
Office of Operations
Date 1-21-92

BMW:bmw

EXHIBIT G

MINUTES OF 2/19/92

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 92 [July 1]

REGION	6 Months to Date --	+	TOTAL	AVE % by REGION
1	11	11	22	+ 4.5
2	14	2	16	- 4.8
3	9	5	14	- 1.6
4	8	2	10	+ 1.1
5	14	3	17	- 2.5
TOTAL	56	23	79	+ 0.08

-- Projects underrunning Original Authorization
+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On December 19, 1991, approved an interagency agreement with Parks and Recreation Department for review and technical advice on maintenance and rehabilitation of covered bridges. Terms of agreement: July 1, 1991, through June 30, 1993, at a cost not to exceed $10,000.

Dated this 27th day of January, 1992

Thomas D. Lulay

Thomas D. Lulay, Bridge Engineer

January 22, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following action was taken:

1) On October 28, 1991, approved a personal service contract with Earth Science Technology for tightness testing on Tank #104 at the Newberg Maintenance Station. This contract is effective October 28, 1991, through November 30, 1991, at a cost not to exceed $268.

Dated this 30th day of January, 1992

Ken Husby
Region 2 Engineer

January 22, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	2/19/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

JANUARY 15, 1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On January 15, 1992, $9,810,515.44 was distributed to the counties as their share of motor vehicle revenues for the month of December, 1991.

On January 15, 1992, $6,260,703.52 was distributed to the cities for the month of December, 1991.

(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of January, 1992.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION MEETING

MARCH 17, 1992

The Oregon Transportation Commission held its regular monthly meeting at 8:30 a.m., March 17, 1992, in Room 122 of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Donald E. Forbes, Director of Transportation
Judy E. Gregory, Manager, Human Resources Management
John Rist, Interim Manager, Community and Governmental Relations
Tony Lewis, Manager, Financial Services
Bill Anhorn, Deputy Director and State Highway Engineer
Jane Cease, Manager, Driver and Motor Vehicle Services
Paul Meyerhoff, Manager, Transportation Development
Wanda Kennedy, Assistant Administrator, Aeronautics
Dennis Moore, Administrator, Public Transit
Ed Marges, Interim Administrator, Traffic Safety
Robert Clour, Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Vice Chairman Whitty moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the February 18 and 19, 1992, meetings.

2) Adopted Right of Way Resolution No. 2844 for authority to acquire real property by purchase, condemnation, agreement, or donation. (Copy in Commission's files, Salem.)

(Continued on next page)

3) Adopted Right of Way Resolution No. 2845 for authority to acquire real property by purchase, condemnation, agreement, or donation. (Copy in Commission's files, Salem.)

4) Adopted resolution to abandon seven segments of a former alignment of the Mitchell-Keyes Creek Summit (East Unit) Section of the Ochoco Highway in Wheeler County. (Abandonment Resolution No. 650 in Commission's files, Salem.)

5) Revisions to the Oregon route system as follows:

1. ORE22 to follow the Salem Highway from the Willamina-Salem Highway at the Marion and Center Street Bridges via Front Street, Pringle Parkway, and Mission Street to the North Santiam Highway at I-5 and ORE99E. It would continue southeast over the North Santiam Highway to US20 at Santiam Junction. This routing would be in common with ORE99E Business from the Willamina-Salem Highway to I-5.

2. The change for ORE99 is an error which needs to drop the reference "(common with ORE38)" in the Drain area on the Umpqua Highway, as ORE38 does not cover the same roadway.

3. ORE99E Business to leave ORE99 on Highway 1E at Chemawa Road north of Salem and follow Chemawa Road and the Salem Highway through Salem to I-5 and ORE99E at the North Santiam Highway Interchange. This routing would be in common with ORE22 from the Marion and Center Street Bridges to I-5/ORE99E.

4. ORE213 to follow Silverton Road from Silverton to Lancaster Drive to Market Street to I-5. This would drop the routing off Portland Road and out of downtown Salem.

5. ORE214 to begin at I-5 in Woodburn where ORE219 would end and follow the Hillsboro-Silverton Highway to Silverton.

6. ORE219 to follow the Hillsboro-Silverton Highway to end at I-5 in Woodburn instead of continuing south on North River Road from West Woodburn to Salem.

6) Agreements with the National Academy of Sciences and the Federal Highway Administration to support the National Cooperative Highway Research Program. Oregon's share for Fiscal Year 1992 is $199,508. (Authorized State Highway Engineer to sign necessary agreements.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Director of Transportation	Exhibit C
Assistant Director for Administration	Exhibit D
Assistant Director for Strategic Planning and Communications	Exhibit E
State Highway Engineer	Exhibit F
Program Manager	Exhibit G
Traffic Engineer	Exhibit H
Right of Way Manager	Exhibit I
Office of Operations, Maintenance/Construction Manager	Exhibit J
Bridge Engineer	Exhibit K
Region 3 Engineer	Exhibit L
Region 4 Engineer	Exhibit M
Engineer of Materials and Research	Exhibit N
Transportation Permit	Exhibit O
Assistant Attorney General	Exhibit P
Highway Controller	Exhibit Q

The Commission confirmed their next meeting date of April 23, 1992, in Salem at the State Capitol, Hearing Room C. The Commission tentatively set May 20 and 21, 1992, for their following meeting in Baker City.

Mr. Forbes gave an update on the Department's reorganization. He told them that the ODOT restructure task force has grouped major functions together and is assigning task forces to each group. The task forces will consider definitions of functions, pros and cons of different arrangements, and issues that need to be resolved before the proposal can be implemented. Future topics will include staffing impacts and location or space issues. The task forces will report back their findings to the ODOT Restructure Task Force for a final decision. He said July 1 is the target date for completion of the organizational structure.

Mr. Forbes said the staff has been working with the Governor's Office to meet the Measure 5-imposed State government work force reductions. A major concern is the staffing in order to take full advantage of the new Federal transportation bill.

Mr. Forbes explained that the State of Oregon and Toyama Prefecture in Japan initiated an employee exchange program in 1990 in anticipation of the two jurisdictions becoming sister states. The sister state relationship became official in late 1991 when Governor Barbara Roberts traveled to Toyama City to confirm the relationship. He introduced Naoji Kawanishi, who arrived last October and has been moving from agency to agency on a monthly basis. He told the Commission that Scott Nagel of the Program Section will leave for Toyama City, Japan, in

October. On behalf of the Commission, Chairman Hollern welcomed Mr. Kawaniski.

Mr. Forbes requested approval to use $58,500 of Immediate Opportunity Funds for improvements to ORE74 near the Contact Lumber-Heppner plant. He said these funds will be used to add a center turn lane to accommodate increased traffic generated by the plant. He explained that the roadway improvements are estimated to cost $106,423. The $58,500 of Immediate Opportunity Funds represents approximately 55 percent of the total estimate. The Economic Development Department believes this small exception to the normal 50/50 match is justified. He said that initially 25 people will be employed at Heppner with projections up to 125 as the facility matures. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the Director to sign the necessary agreement.

Judy Gregory recalled that the Emerging Small Business Program began during the 1989-91 biennium through legislative mandate, and the Department was chosen as the location for the pilot program. She explained that when the Commission approved the plan for this program in February 1990, it was understood that the authorization to expend the budget had been given. She requested formal approval to expend the legislative-approved Emerging Small Business Program funds. Following an explanation of the request, Commissioner Ford moved for approval and the motion carried unanimously by the Commission taking the following actions:

1) Approved Emerging Small Business Projects and expenditures to date wherein 21 projects have been approved and contracts awarded totalling $513,512. (See projects listed on next two pages.)

2) Authorized the Civil Rights Section to expend funds from the Emerging Small Business Account during the remainder of the 1991-93 biennium in an amount not to exceed $1.595 million. (This amount includes the 21 additional projects totaling $698,338 shown on the next two pages.) As of December 31, 1991, the balance of the account was $1,194,953.51. Projected deposits in the account for the remainder of this biennium is presently estimated at $400,000; thus the account balance plus projected deposits into the account should result in $1.595 million being available for the Emerging Small Business Program activities.

3) Authorized the State Highway Engineer to advertise, award, and sign contracts consistent with Department Capital Construction and Improvement and Emerging Small Business Program requirements in the aggregate amount not to exceed $1.595 million or the actual Emerging Small Business Account balance, whichever is less.

(Continued on next page)

ESB Projects Awarded
In Development or Out for Bid

Dist/Reg	Project Description	Estimated Cost	Award Amount	Est. Start	Complete	Contractor	Ethnicity/Gender
Region 1	Landscape @ Zoo & Sunset	$9,000.00		Feb 92	Mar 92		
Dist 2A	Sign Replace/Repair on I 405	$100,000.00		Mar 92	Jun 92		
	Forest Grove Bike Lane	$10,000.00		Mar 92	Jun 92		
	Clackamas Ramp/Fence	$18,000.00		Feb 92	Apr 92		
	Sand Recycle/Screening #1	$5,000.00		Feb 92	Mar 92		
	Sand Recycle/Screening #2	$9,500.00		Feb 92	Mar 92		
		-					
Dist 2C	Clackamas/Boring Hwy Guardrail	$30,000.00		Feb 92	Mar 92		
	Timberline Hwy Guardrail	$30,000.00		May 92	Jun 92		
Dist 3	Santiam Junction Remodel (Insulation)	$22,000.00	$7,439.00	Sep 91	Nov 91	Proctor Insulation	W/M
	Salem Proj Mgr Office Remodel	$40,000.00	$34,000.00	Oct 91	Mar 92	Pen-Nor, Inc.	B/M
	Santiam Junction Fencing	$15,000.00	$12,780.00	May 92	Jun 92	* Pete's Westside Fence	W/F
	Woodburn Maint Sta Remodel	$20,000.00		Apr 92	Jun 92		
	Recessed Pavement Markers	$10,000.00	$4,670.00			Ashwood Construction	W/M
Dist 4	Hwy 181 MP 9.0 - 10.25						
	Brush Cutting	$10,000.00		Feb 92	May 92		
	Hwy 9 MP 149.16 - 149.31						
	Guardrail	$10,000.00		Feb 92	Jun 92		
Dist 5	Security Fence - Goshen Yard	$5,000.00		Feb 92	Jun 92		
Dist 6	Paint Tank Storage Area - Canyonville	$20,000.00		Mar 92	Jul 92		
	Equipment Shed - Wolf Creek	$10,000.00	$9,345.00	Jan 92	Mar 92	Tru-Craft Construction, Inc.	W/M
Dist 7	District Office Remodel	$5,000.00		Feb 92	Apr 92		
	Davis Slough & Port Orford Roof	$30,000.00		Jan 92	Mar 92		
Dist 8	Ashland Lake Bay Extension	$20,000.00					
	Landscape Maintenance (District Wide)	$30,000.00					
Dist 9	Arlington Pole Bldg	$25,000.00	$13,380.00	Jan 92	Mar 92	M.G. Construction, Inc.	H/M
Region 5	Irrigation HQ Bldg	$25,000.00	$29,726.00			Green Art Landscaping	Asian/M
	Landscape HQ Bldg	$120,000.00	$34,536.00			McLaughlin Landscaping	W/M
	Illumination HQ Bldg	$35,000.00	$16,946.00			Willamette Electrical Construction	W/M
Dist 12	Boardman Interchange Irrigation	$50,000.00	$37,594.00	Dec 91	Mar 92	McLaughlin Landscaping	W/M
	Monchem Grease Pit Extension	$25,000.00		Feb 92	Jun 92		
Dist 13	Flora Shop Expansion	$40,000.00		May 92	Jul 92		

(Continued on next page)

ESB Projects Awarded
In Development or Out for Bid

Dist/Reg	Project Description	Estimated Cost	Award Amount	Est. Start	Complete	Contractor	Ethnicity/Gender
Dist 14	North Albany Bridge Replacement	$100,000.00					
Equipment Services							
	Salem Warehouses (2) Painting	$17,000.00				C & I Coatings, Inc.	W/M
	Cost-Share Sub Totals -	$894,358.00	$221,991.00				
ESB Program Safety Projects							
Dist 2B	Molino School Crossing Signal	$24,000.00	$18,945.00	Jan 92	Apr 92	Optimal Control Systems, Inc.	W/M
Dist 3	Flashing Beacon					Willamette Electrical Construction	W/M
Dist 4	Sand Sheds (5 Total)						
	Shed #1 Iron Mountain	$25,000.00	$23,970.00			Dove Sawyer Construction	W/M
	Shed #2 I5- Hwy 228 Interch	$25,000.00	$24,135.00			Dove Sawyer Construction	W/M
	Shed #3 Hideaway	$25,000.00	$17,820.00			J.A.M. Development	B/M
	Shed #4 Corvallis	$25,000.00	$24,738.00			J.A.M. Development	B/M
	Shed #5 Alsea	$25,000.00	$24,640.00			J.A.M. Development	B/M
Dist 5	Guardrail - McKenzie Hwy (Springfield)	$8,500.00					
Dist 7	Tide Gates - Coos River Hwy	$45,000.00	$55,000.00			Power Tonic Waste Management	W/F
	Flashing Beacons/Sign 101 @ Hwy 42	$70,000.00	$78,419.00	Nov 91	Feb 92	Willamette Electrical Construction	W/M
Region 3	184 Truck Chainup Area	$25,000.00	$23,514.00			Rogers Asphalt Paving	W/M
	Safety Sub Totals -	$317,500.00	$291,611.00				

Chairman Hollern stated that he was under the impression that the Commission had authorized the expenditure of these funds.

Wanda Kennedy discussed with the Commission the Aeronautics Strategic Plan. (A copy had been given to the Commission at their February meeting.) This strategic plan included a vision, mission statement, goals and objectives, commercial and general aviation analysis, Federal and State funding, population trends, land use and economic development, environmental issues, major needs of aviation constituencies, a business plan and issues analysis. Chairman Hollern complimented the staff on their excellent work. Vice Chairman Whitty commented the Plan was easy to read. Commissioner Ford moved for endorsement and the motion carried unanimously by the Commission endorsing the Aeronautics Strategic Plan. (Copy of Plan in Commission's files, Salem.)

Bob Sherman recalled at the January meeting a policy on Demand Management-Ride Share had been presented. He said the policy has now been rewritten to include new language requested by Vice Chairman Whitty on cost effectiveness and is now presented for their adoption. He also requested the Commission rescind Miscellaneous Resolution No. 261 dated February 22, 1978, that prohibits expenditures for park and rides. (A copy of the policy had been mailed to the Commission before the meeting.) Vice Chairman Whitty moved for adopting the policy and rescinding the resolution. The motion carried unanimously by the Commission. (See Transportation Commission Policy No. 6 in Commission's files, Salem.)

Dinah Van Der Hyde, Special Transportation Fund Program Manager, informed the Commission that the second annual review has begun for the Special Transportation Grants. She informed the Commission that 63 applications have been received totalling $3.0 million in State support and there is $1.9 million available. She said a nine-member evaluation panel will conduct an individual review of the applications according to established criteria and a recommended list of projects for Commission approval will be presented at the April meeting.

Paul Meyerhoff requested the Commission's approval to present to the Governor for signing a Bicycle Awareness Month Proclamation. He commented that this national celebration is combined with Bike Commute Week, May 18-22, in Oregon. Commissioner Ford moved to present the Proclamation to the Governor and the motion carried unanimously by the Commission. (Copy of Proclamation in Commission's files, Salem.) Chairman Hollern suggested that a bicycle activity be planned for their participation while the Commission is in Baker City.

Paul Meyerhoff requested approval to apply for and expend Section 153 Incentive Funds in the amount of $243,700 from the National Highway Traffic Safety Administration. He said these funds will be used for additional safety belt and motorcycle helmet education and enforcement programs with 20 agencies. He explained that these funds are provided under ISTEA; however, due to technical wording, the minimum allocation States (Oregon is one) will be required to pay back any incentive funds received under this law as a reduction in their next year's allocation for highway construction funds. Commissioner Ford moved for approval of the application. The motion carried unanimously approving the request and authorized the Interim Administrator of Traffic Safety to sign the contracts.

Tony Lewis recalled that the Commission granted authority to select bond underwriters at the January meeting. He announced that Lehman Brothers will be the senior managing underwriter and will coordinate the efforts of three co-managers: Grigsby Brandford, Seattle Northwest Securities, and Smith Barney. He said, with the appointment of these firms, the entire finance team is in place which is needed to issue either highway or light rail bonds. He mentioned when the time approaches, a bond resolution seeking the Commission's approval to sell bonds and to sign a bond purchase agreement with these four firms will be presented. There was discussion as to when it is best to issue highway bonds. Chairman Hollern said there are two policy issues that need further Commission consideration as the development of the Transportation Improvement Program proceeds: 1) If the Program were accelerated, how many bonds could be sold and how soon could the funds be spent; and 2) the appropriate interest rate.

Tony Lewis reported that he will be working with Tri-Met on a partnership for a full-funding agreement covering the Westside Corridor.

Tony Lewis also advised the Commission of an upcoming quarterly financial review at the next meeting.

Jane Cease asked if the Commission had any questions concerning a letter that she had mailed to them previously concerning the Motor Vehicles Building renovation and construction at 1905 Lana Avenue, Salem. She said they are re-evaluating the interior design to consider space requirements to accommodate the Permits and Weighmaster Section, which will be part of Motor Vehicles under the new reorganization. She also handed the Commission a draft fact sheet covering this project. (Copy in Commission's files, Salem.)

Bill Anhorn requested authority to enter into a personal services contract to complete Phase 2 of the Statewide Travel Sign Study. Phase 1 was completed in 1989 and indicated that there is a need for a plan and a coordinated statewide travel sign system. It was agreed to do Phase 2 of the project with funding provided by the Economic Development Department, the Forest Service, and ODOT. He said a $10,000 contract has been executed to start the project and an additional $168,000 will be required for the personal service contract. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the contract for $168,000.

Bill Quinn, Engineer of Materials and Research, gave the Commission an update on the impact of studded tires on highways. He stated that the damage caused by studded tires are wheel ruts, decreased road surface texture, and rapid wearing of pavement markings. He explained how this damage to the highway causes safety problems. He handed the Commission a summary of data collected on studded tires which included the average usage, cost comparison, estimated number of studded tires purchased per year and the adjacent State's studded tire seasons. He stated that the estimated cost of the damage to highways is between

$2.3 and $2.9 million a year, which does not include the loss of surface texture or the markings on the pavement. (Copy of report in Commission's files, Salem.) Chairman Hollern instructed the staff to prepare a legislative concept that would impose an additional tax on the purchase of studded tires (user pay concept) with the proceeds going back to the Highway Fund for the damage to the highways. The Commission concurred with the Chairman's direction. Mr. Anhorn said the staff would research the issue and return with more information.

Mr. Anhorn asked for the Commission's adoption of a permanent administrative rule covering the Adopt-A-Highway Program that provides citizens an opportunity to control litter and improve appearance of the State Highway System in accordance with Oregon Laws 1991, Chapter 486. He said the program is administered under permit by the District Managers. He commented the program has already been a success in that there are approximately 128 sections (each about two miles long) where citizens are working to improve the conditions of the roadside. He mentioned the notice of proposed rulemaking was published in the Secretary of State's Administrative Rule Bulletin on February 1, 1992, and no comments were received. Vice Chairman Whitty moved for adoption of the administrative rule (OAR 734-29-005 through 734-29-040) and the motion carried unanimously by the Commission. (Miscellaneous Administrative Rule No. 281 in Commission's files, Salem.) The rule will be filed with the Secretary of State and published in their bulletin. Vice Chairman Whitty inquired about the removal of grass between curbs and sidewalks in cities. Mr. Anhorn said this would be the process for citizens to participate in the program.

Cam Gilmour, Manager of the Program Section, gave the Commission an update on the 18 public meetings held concerning the 1993-1998 Transportation Improvement Program. He said 1,450 individuals attended the meetings with 490 testifying. He commented that the testimony supported the multimodal approach and encouraged the flexible use of highway funds. He outlined the various aeronautics, rail, transit, and highway projects discussed and he handed the Commission written documentation which summarized the public meetings. (Copy in Commission's files, Salem.) He said that there will be discussion of this program at the April Commission meeting.

Mr. Anhorn said through legislative action the Department of Transportation is required to establish a Covered Bridge Advisory Committee and allocate funds for maintenance of publicly-owned covered bridges in vehicular service. He explained the bill stipulates that the Advisory Committee shall consist of a Senate member, a House member, a member of ODOT specializing in bridges, the State Historic Preservation Officer, a County representative, and a Covered Bridge Association member. The Commission unanimously appointed the following members:

Mae Yih, State Senator
Marie Bell, State Representative
Gerald Rust, Lane County Commissioner
Bill Cockrell, President, Oregon Covered Bridge Association
Henry Kunowski, State Historic Preservation Officer
Tom Lulay, ODOT's State Bridge Engineer

Chairman Hollern recessed the meeting at 9:40 a.m. The meeting reconvened at 10:55 a.m. for a discussion on the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Joining the Commission at that time were members of the Local Officials Advisory Committee. The Transportation Plan Steering Committee had also been invited to attend this briefing on ISTEA.

John Rist handed the Commission a booklet prepared by the U. S. Department of Transportation which contained a summary of the Act. The booklet also contained information that was unique or specific to Oregon. (Copy of booklet in Commission's files, Salem.) Mr. Rist reviewed with the Commission the coverages reflected in the eight titles of the act as shown in the U. S. DOT booklet and how Oregon would be affected.

Mr. Rist explained that the Act reflects important policy goals and the major features include:

1) A National Highway System
2) Flexibility of State and local governments
3) New technologies
4) Private sector can be used as a source for funding
5) Continues discretionary and formula funds for transit
6) Highway Funds are available to enhance the environment
7) Highway safety is encouraged through the use of safety belts and motorcycle helmets
8) Uniformity in vehicle registration and fuel tax reporting

Mr. Rist presented the major policy issues from the ISTEA as identified by the Department. He said the staff has prepared options for consideration and a recommendation for each of the issues. (See written documentation covering the policy issues, options, and recommendations in Commission's files, Salem.)

Issue: Should an advance right-of-way acquisition program be implemented?

Recommendation: Implement an advance right-of-way acquisition program that is coordinated with local government. This would protect vulnerable property from development and escalated acquisition costs. If approved, this would change the timing of purchases in the Six-Year Program and save money over the long-run.

Vice Chairman Whitty inquired how right-of-way could be acquired when the alternatives are being examined. He asked if it would be possible to condemn an option, not pay for all the property, and allow the property owner the right to use it until the State is ready to construct. He suggested some sort of a limited right to the property rather than buying the whole property, then find out the property will not be needed, and have to sell. Mr. Forbes said he would get an answer by the next meeting. Vice Chairman Whitty said subject to his comments he was agreeable to the staff's recommended option. The Commission concurred.

Issue: How to handle the question of matching funds for nonhighway projects.

Recommendation: 1) Develop budget proposals to match local nonhighway STP/NHS projects and all Federal-Aid Transit, Capital Program Funds apportioned to Oregon. These proposals would be financed by General Funds, lottery, stripper well or other money as appropriate. 2) Support the development of a legislative financing proposal consistent with Governor's Task Force recommendations and the Transportation Plan, which could be the source of local match for all projects made permissible by ISTEA.

The Commission appeared generally supportive of the recommendation.

There was discussion by the LOAC concerning a potential expenditure reduction, potential staff reduction, and contracting out.

Issue: Should changes be made in funding State and local planning activities.

Recommendations: 1) Continue matching policy for highway planning funds and revise current matching policy for transit planning funds. 2) Evaluate requests for additional planning monies in terms of the overall transportation program and on a demonstrated justification for increased funding support.

Chairman Hollern indicated that at the April meeting this issue would need additional consideration by the Commission so that the ramifications are fully understood, if the Option is approved.

Issue: Appropriate cash management policies, State Fund balances, and staffing levels.

Recommendation: Program projects to minimize unobligated Federal Fund balances. Implement cash management policies which provide prudent State Fund balances. Increase staff levels as needed to ensure programming of all category increases in State and Federal Funds.

The Commission appeared to be in agreement with this recommendation.

Issue: Pursuit of discretionary, grant, pilot project, and demonstration program monies, participation on established commissions and advisory groups, participation in the completion of required studies and reports.

Recommendation: Pursue all discretionary, grant, pilot project, and demonstration program funding that have more than only a remote chance of success.

Mr. Rist discussed a tabulation that showed the various discretionary and demonstration programs and the numerous national commissions and advisory groups. (Copy in Commission's files, Salem.)

Chairman Hollern indicated he was concerned with the wording "pursue all discretionary, grant, etc. funding". He felt that the Commission should set priorities and then pursue the funding. He suggested wordage that would include "given the priorities as developed in the Oregon Transportation Plan" so it is clear that the staff should not pursue Federal Funds just because they are available.

Cam Gilmour handed the Commission a written document concerning the Safety, Interstate Maintenance, Congestion/Air Quality and Enhancement Funds with new restrictions. He discussed the funding flexibility under the National Highway System, Surface Transportation Program, Interstate Maintenance, Highway Bridge Replacement and Rehabilitation, Enhancement, and Congestion Mitigation/Air Quality Improvement Plan. He stated the ISTEA provides from $35 million to $105 million in flexible funds. He displayed a chart which showed the funding differences from the 1991 Act to the 1992 Act. The new 1992 Act provides a $60 million increase. (Copy in Commission's files, Salem.)

Mr. Gilmour discussed the following issues and recommendations:

Issue: Implementation of flexibility provisions of the new ISTEA.

Recommendation: Complete the current update of the Six-Year Transportation Improvement Program using the existing process. Consider possible changes to the Program process based on Oregon Transportation Plan results, modal plans and corridor analyses. Encourage local jurisdiction flexibility in the current use of received Surface Transportation Program Funds subject to match availability. Review flexibility options in the developmental section of the existing Improvement Program and recommendations received during the public meetings. Investigate the potential impacts of delaying selective developmental projects and the possibility of creating a set-aside reserve for possible nonhighway transportation projects which avoids possible growth in unobligated Federal Fund balances.

The Commission appeared to be in agreement with the recommendation.

Issue: Should working agreements with the Association of Oregon Counties and League of Oregon Cities be changed because of ISTEA?

Recommendation: For this year, continue current agreements until Roads Finance Study is complete, but grant a 10 percent increase in county and city funding. The ISTEA's STP category stipulates that 110 percent of the State's FAS 1991 apportionment be used in areas outside of cities having a population of 5,000 or less. Provide the same 10 percent increase to cities with populations equal or greater than 5,000 other than the Portland MSA, which receives a direct appropriation in ISTEA.

Phase-in the replacement of the current working agreements with an agreement that ensures annual apportionments of STP do not go unused.

There was considerable discussion by members of the Local Officials Advisory Committee concerning this issue.

Several members of the Local Officials Advisory Committee suggested that the Commission empower them the authority to coordinate the discussions on this issue. Chairman Hollern said, when LOAC's mission was redefined in October 1990, the Commission empowered and charged LOAC to do even more in representing the local officials and to make a consensus recommendation. Chairman Hollern suggested to LOAC to include the Council of Governments, transit districts, and other public-private groups in their discussions to form a consensus recommendation to the Commission.

Chairman Hollern adjourned the meeting at 12:20 p.m. for lunch.

A luncheon was held with the Local Officials Advisory Committee and the Oregon Transportation Plan Steering Committee in Rooms 123 and 125 to discuss on an informal basis the Intermodal Surface Transportation Efficiency Act of 1991. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.)

At 1:30 p.m., the Oregon Transportation Commission returned to 122 Transportation Building, Salem, for a meeting with the other members of the Oregon Transportation Plan Steering Committee. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman, Transportation Commission
John Whitty, Vice Chairman, Transportation Commission
Cynthia J. Ford, Member, Transportation Commission
Don Forbes, Director, Transportation Department
Paul Meyerhoff, Manager, Transportation Development
Dennis Moore, Administrator, Public Transit
Mark Ford, Strategic Planning Section Manager
Dave Bishop, Transportation Plan Manager
John Rist, Interim Manager of Community and Governmental Relations
Senator Bill McCoy
Representative Ray Baum
Representative Carl Hosticka
Martha Pagel, representing the Governor's office
Judge Kevin Campbell, Grant County
Mayor Charles Vars, City of Corvallis
Arlee Reno, Consultant, Cambridge Systematics, Inc.
Fran Neavoll, Commission Services

Dave Bishop reviewed the calendar of events on the Transportation Plan for the following months as follows:

April:	Approve draft report for release to the public
May-June:	Public meetings
July:	Incorporate system and policies
August:	Public hearing
September:	Adopt plan

Bob Krebs gave an update on the Rail Passenger Study. He explained that Senate Bill 763 appropriated funds for a study on the intercity passenger rail system, which will include recommendations for improvement of that system over the next 40 years. He said a Citizens Advisory Committee was formed and consultants hired to work on the study.

Mr. Krebs stated a review of Oregon's rail network was completed to consider what lines should be studied. He listed the following corridors were identified for consideration: Amtrak (California to Seattle route and the Chicago to Seattle route via Oregon), a corridor through Central Oregon serving Bend, Redmond, Madras, and a corridor through Southern Oregon that serves Roseburg, Grants Pass, Medford, and Ashland. He also discussed a high speed line (new construction) and the passenger train service that operates from Portland to Spokane and Chicago via Washington. He stated it had been determined that the major consideration for the study should be the Willamette Valley Corridors.

Mr. Krebs mentioned the Advisory Committee has established certain criteria for the development of rail service in the Willamette Valley, such as: 1) the line would be rapid and efficient; 2) travel time between Portland and Eugene would be approximately 1 1/2 hours; and 3) the line would be electrified and grade crossings would be removed wherever possible to attain high speed.

Mr. Krebs discussed the Amtrak Corridor, adding one passenger train to the Southern Pacific Line between Portland and Eugene, an I-5 Corridor intercity bus system, and the Westside Corridor from Portland via McMinnville and Corvallis to Eugene.

Mr. Krebs commented the Advisory Committee today selected the corridors for the study. An evaluation of the costs and the feasibility of the corridors will be prepared, and a document will be completed by the end of June for inclusion in the Transportation Plan.

Sorin Garber, consultant, discussed the major transportation system characteristics of the following sketch plans and presented maps on Sketch Plans 2, 3, and 4. (Copy of written characteristics of sketch plans and maps in Commission's files, Salem.)

#1: Funding Decline Sketch Plan-Year 2012.
#2: Continuation of Existing Programs Sketch Plan-Year 2012.
#3: Economic Growth and Livability Sketch Plan (in addition to the characteristics found in Continuation of Existing Programs Sketch Plan)-Year 2012.
#4: Potential Additions-Year 2032.

Arlee Reno, consultant, discussed the sketch plans as follows:

#1 - Funding Decline: Funding for all modes declines with inflation.
Continued success on urban growth boundaries.
No new programs.
Major declines in levels of service for all modes.

#2 - Continue 1991 Programs: Funding for all modes would be higher, by about the level of inflation.
Continued success on urban growth boundaries.
No new programs.
Modest decline in levels of service for all modes.

#3 - Economic Growth & Livability: General increase in funding all modes.
Continued success on urban growth boundaries.
New programs; any with positive returns for economy and livability.
Stable or better levels of service for all modes.
Meet LCDC goal for reduction of vehicle miles of travel in metropolitan areas.

Mr. Reno explained the forecasts of usage for the various modes of travel for the three sketch plans. (See written table and assumptions in Commission's files, Salem.)

Mr. Reno reviewed a table that showed the estimated total operating costs (private costs and the portion of private costs represented by fees) by modes for Sketch Plans 1, 2, and 3. (See table in Commission's files, Salem.)

Mr. Reno then presented an evaluation of the three sketch plans. (Written tabulation in Commission's files, Salem.) The criteria for the evaluation was patronage, private cost per year, public cost per year, total cost per year, economic efficiency, economic development, environmental, land use, alternative modes and technologies, consistency with Oregon policies, and safety. He indicated that Sketch Plan 3 is the most desirable, which could be modified.

Representative Hosticka suggested showing what the costs would be for the private investment and the public investment for comparison of Plan 1 and Plan 3. Chairman Hollern agreed that the equity issue between the modes and the regions of the State should be addressed.

Chairman Hollern called for a recess at 2:55 p.m. and reconvened the meeting at 3:10 p.m.

By use of a map, Mark Ford reviewed the descriptions of the corridors and highways of statewide significance as follows:

1) The corridors that are identified in the Highway Plan.

2) Recommended adding Highway 395 to Nevada and the connection from Lakeview to Klamath Falls.

The Committee appeared to be in consensus with the identified corridors and highways of statewide significance.

Mr. Ford said the rail freight corridor system identified as statewide significance has been defined as the following:

1) The mainlines through Oregon (the Burlington Northern, Southern Pacific, and Union Pacific).

2) The two trunk lines of the State (the Burlington Northern Line through Bend and the Southern Pacific Line through Medford).

3) The lines that connect deep draft ports to the main line (Astoria Branch and the Coos Bay Branch).

There was considerable discussion on the issue of maintaining rail lines. Chairman Hollern said there is an interest to preserve the mainlines; however, should there be a public investment to maintain the branchlines? He felt there was a clear transportation need to save corridors. He said there is some limitation with this corridor system.

Mr. Ford said this issue is included in the policy element and in the system element and the question is: do the corridors need including?

Chairman Hollern asked the staff at the next meeting to have a map of the State Rail Systems and it would be reconsidered.

Senator McCoy asked how much it would cost to buy the rail lines that are up for sale.

Mr. Ford said he would return next month with a defined map and additional information.

Mr. Ford commented the rail passenger service has been defined as all rail passenger service as serving statewide interstate functions.

Mr. Ford mentioned the airports with scheduled commercial air carrier service is defined as serving interstate and state functions. Although the individual general aviation airports are not of statewide significance, the system of general aviation airports in the State as a whole is of statewide significance.

Mr. Ford said the deep draft ports (Portland, Astoria, Newport, Coos Bay) serve an interstate international function. The other ports on the Columbia River and on the Coast together as a network serve an interstate function but not as an individual port. The Lower Columbia River and the channel to Coos Bay have an international significance.

Mr. Ford commented all intercity bus lines connecting places of 2,500 population or more are of statewide significance and the intercity bus system as a whole is of statewide significance. In addition, intercity bus lines connecting places of 2,500 population or more, which are 20 miles or more from the nearest other intercity passenger services, are of statewide significance.

Mr. Ford outlined the following facilities as a statewide or interstate significance: 1) intermodal transfer facilities; 2) major intermodal freight facilities (located at Hermiston, Portland, Eugene, Klamath Falls and Ontario); 3) major ports; 4) major oil and natural gas pipelines traversing Oregon; and 5) Statewide Bicycle Route System.

The Commission appeared to be in agreement with the facilities that were outlined as statewide or interstate significance.

Chairman Hollern asked about the green line shown on the map from Grants Pass to Gold Beach. There was discussion concerning directing tourist highway access from the metropolitan areas to prime scenic areas and byways (Grants Pass to Gold Beach). Mr. Bishop said this project was shown as interest was raised at the Southern Oregon meetings.

Martha Pagel indicated concern about the line on the map relating to the Columbia River Channel Deepening.

Mayor Vars said the purpose of going through a public hearing process is to get information and he suggested that the two issues be included in the plan as new initiatives.

Representative Hosticka said he would be in favor of not listing the Grants Pass to Gold Beach on the map and he made that in the form of a motion.

Martha Pagel suggested taking both projects off the map but have an additional map or document of the proposed projects to stimulate discussion.

Chairman Hollern called for a vote on removing from the map the green line from Grants Pass to Gold Beach. Five members of the Committee voted to remove the project and three voted for the project to remain on the map. The motion carried to remove the project from the map.

Mayor Vars moved that these potential projects be included for discussion either on a separate map or a list. Martha Pagel seconded the motion. The motion carried. It was clarified that the list should not contain a recommendation but were listed as proposals to stimulate public discussion. Judge Campbell felt opportunity was being removed by eliminating the projects. Dave Bishop said they could present such a list at the next meeting.

Martha Pagel moved to remove the line on the map pertaining to the Columbia River Channel Deepening, due to environmental issues. This motion did not include the project shown on the map at Coos Bay.

Four members of the Committee voted for removing the project and four members voted to leave the project on the map. To eliminate the tie vote, Chairman Hollern voted no. The consensus vote was to leave the Columbia River Channel Deepening shown on the map.

Martha Pagel would like the staff to further research this project as there are several issues to be considered. Representative Hosticka asked for more information, such as, if the dredging to Portland is not done, would it shift to Astoria, leave Oregon, or stay within the West Coast. Mark Ford said he would have a report on this issue at the next meeting.

Dave Bishop presented for the Committee's comments a written document that contained statements concerning minimum levels of service for the following:

a) Multimodal intercity passenger.
b) Intercity bus.
c) Rail passenger.
d) Intercity air passenger.
e) Freight intermodal.
f) Highway freight.
g) Rail freight.
h) Pipeline/natural gas.

(Continued on next page)

i) Urban transit system for metropolitan planning organization areas of over one million population (Portland).

j) Urban transit in metropolitan planning organization areas of less than one million population (Salem, Corvallis/Albany, Eugene, Medford).

k) Urban transit minimum levels of services for cities of over 25,000 persons (Example: McMinnville, Coos Bay/North Bend, Grants Pass, Bend, Klamath Falls).

The Committee's comments on the minimum levels of service are summarized as follows:

Minimum Levels of Multimodal Intercity Passenger Service

Representative Hosticka was concerned with the wordage of providing high quality seating and amenities. He moved to delete that section and Mayor Vars seconded the motion. The motion carried to remove the following section from the document:

> Intercity passenger vehicles used within Oregon should provide high quality seating and amenities and comfortable levels of service (quality of service).

The Committee also agreed that the following section should be deleted from the document:

> Direct tourist highway access should be available from metropolitan areas to prime scenic areas and byways (Grants Pass to Gold Beach).

Judge Campbell inquired about the wordage "intercity connections for cities of over 2,500". Following the discussion, it was agreed that the staff should research how many more communities could be included under this criteria if it were changed from 2,500 to 1,700.

Intercity Bus Minimum Levels of Service

The Committee agreed for the staff to research the same issue on Bullet #1, page 3, regarding communities over 2,500 as on intercity connections. The staff was instructed to research how many more communities could be included if it were changed from 2,500 to 1,700.

Minimum Levels of Rail Passenger Service

Mayor Vars suggested adding Lebanon under Bullet #4, page 4. Paul Norris said the cities were only examples or prime locations. Vice Chairman Whitty said the document should read "e.g.", rather than "i.e.".

(Continued on next page)

Intercity Air Passenger Service Minimum Levels of Service

Judge Campbell said it should be recognized that there is a potential need for airports, in addition to the movement of freight and people, that relates to economic development opportunities. Dave Bishop thought may be that concept could be included in the policy of the Plan rather than the minimum levels of service. Chairman Hollern asked the staff to rethink that issue and to mail to the Steering Committee the Aviation Strategic Plan.

Freight Intermodal Minimum Levels of Service

Under Bullet #1 on page 6, Representative Hosticka suggested that the words "non-discriminatory" be changed. The Committee agreed to change the words to "open access".

Highway Freight Minimum Levels of Service

No comments from the Committee.

Rail Freight Minimum Levels of Service

Under Bullet #5 on page 8, the words "non-discriminatory" be changed to "open access".

Pipeline/Natural Gas Minimum Levels of Service

Chairman Hollern asked if there was strong economic support for that statement. Mr. Bishop stated this resulted from comments made in Burns and the Commission's statutory requirement is to address pipelines. Mayor Vars moved that the word "pipeline" be deleted. There was discussion about changing the words "pipeline/natural gas" to "alternative fuels". It was the consensus to leave the wordage as: "Pipeline/Natural Gas Minimum Levels of Service".

Urban Transit System Minimum Levels of Service

The Committee had no comments on page 10. On page 11, Bullet #8, the "i.g." should be changed to "e.g.".

On Page 10, Bullet #4, the Committee agreed to remove the words "midday" for off-peak services.

There was a comment from the audience regarding branch lines and Chairman Hollern asked that discussion be deferred until next month.

Subject to the above comments, the Committee appeared to agree with the written document on minimum levels of service. (See written document in Commission's files, Salem.)

Mark Ford said the staff would prepare a Draft Plan that will be presented at the next meeting. From the discussion today, he commented the Draft Plan will be prepared based on Sketch Plan 3, Economic Growth and Livability.

Dave Bishop handed the Committee two documents entitled Summary Responses from the General Public and ODOT Employees and the Commentary on the Public Review Draft One. (Copies in Commission's files, Salem.)

Chairman Hollern adjourned the meeting at 4:30 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Commissioner

Cynthia J. Ford, Commissioner

Commission Services

Roger L. Breezley, Commissioner

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report these actions for your official records:

1) Approve agreement with Lower Umpqua Hospital Foundation for the purchase of rescue equipment to be used in the Dunes. The total cost of this project is $37,615 with the Department's portion being $33,095 or 87 percent, whichever is less. The All-Terrain Vehicle Account Allocation Committee has recommended the project. (Approved by William Anhorn on February 18, 1992. Authorize State Highway Engineer to sign agreement.)

2) Approve request for qualifications for consultant services to develop administrative rules for Highway Plan policy and access management. Estimated cost $40,000. Contract to be completed by December 31, 1992.* (Approved by William Anhorn on February 12, 1992. Authorize State Highway Engineer to sign contract.)

Dated this 19 day of February, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

*date changed to February 28, 1993

February 25, 1992

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Approve amendment to a personal service contract with Benkendorf Associates Corporation for work on the Oregon Transportation Plan. Amendment is necessary as the policy development process has required the consultant additional policy advisory committee and staff meetings, and policy drafting time in excess of the original work program. Amendment extends time to December 31, 1992, and increases cost by $7,700. (Chairman Hollern on April 17, 1991 approved original contract in the amount of $15,500 with a completion date of April 30, 1992. Authorize Paul Meyerhoff, Transportation Development, to sign amendment.)

Dated this 11th day of February, 1992

John Whitty, Vice Chairman
Oregon Transportation Commission

February 10, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following actions and report these actions for your official records:

1) On January 21, 1992, signed a personal service contract with Adizes Associates, Inc., for an organizational diagnosis workshop for the Department to be held January 27 through 29, 1992. This contract will terminate February 12, 1992, at a cost not to exceed $18,000. (Chairman Hollern approved on December 18, 1991, and January 16, 1992. Gregory signed for Director.)

2) On January 30, 1992, signed Supplement No. 4 to a personal service contract with Ball, Janik and Novack for Federal representation in Washington, D.C. This supplement extends the time from February 1, 1992, to June 30, 1993, and adds $150,535 for a new sum not to exceed $325,991. (Transportation Commission approved January 21, 1992.)

Dated this 20 day of February, 1992

Don Forbes
Director

February 12, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), the following actions were taken:

1) On January 22, 1992, approved a personal service contract with Language Unlimited to conduct two "Write to the Point" workshops. The workshops are scheduled April 28 and 29, 1992, and July 7 and 8, 1992, at a cost not to exceed $2,600.

2) On January 23, 1992, signed a personal service contract with Gossard-Pyron Associates to conduct team building sessions within Central Services Division and to train facilitators to conduct team building sessions throughout the Department. This contract is effective February 1, 1992, through June 30, 1993, at a cost not to exceed $31,320. (Chairman Hollern approved January 21, 1992.)

Dated this 20th day of February, 1992

Judy Gregory

Judy Gregory
Assistant Director for Administration

February 12, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Strategic Planning and Communications (Subdelegation Order No. DIR-8), the following action was taken:

1) On February 6, 1992, signed a personal service contract with Cambridge Systematics, Inc., to prepare the Oregon Rail Passenger Policy and Plan System Element. This contract is effective February 7 to October 1, 1992, at a cost not to exceed $80,000. (Transportation Commission approved November 19, 1991.)

Dated this 13th day of February, 1992

John Elliott
Assistant Director for Strategic Planning and Communications

February 12, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On January 6, 1992, signed a personal service contract with Talbot, Korvola & Warwick to conduct a financial audit of Alsea River (Waldport) Bridge Project. This contract is effective January 27, 1992, through the 70th day following signing at a cost not to exceed $20,000. (Chairman Michael Hollern approved December 31, 1991. William Anhorn signed for State Highway Engineer.)

2) On January 13, 1992, approved a personal service contract with Peggy Naumann for writing and editorial services. This contract is effective January 17, 1992, through January 31, 1993, at a cost not to exceed $10,000. (William Anhorn signed for State Highway Engineer.)

3) On January 13, 1992, approved a personal service contract with Arlene Landry for writing and editorial services. This contract is effective January 17, 1992, through January 31, 1993, at a cost not to exceed $10,000. (William Anhorn signed for State Highway Engineer.)

4) On January 14, 1992, signed a personal service contract with Northwest Analytical, Inc., covering laboratory information management system training. This contract is effective January 23, 1992, through June 30, 1993, at a cost not to exceed $26,300. (Chairman Hollern approved December 2, 1991. William Anhorn signed for State Highway Engineer.)

5) On January 15, 1992, signed a personal service contract with Scientific Resources, Incorporated for biological research, documentation, and reporting. This contract is effective January 30, 1992, through December 31, 1993, at a cost not to exceed $100,000. (Transportation Commission approved August 20, 1991. William Anhorn signed for State Highway Engineer.)

6) On January 15, 1992, signed Supplement No. 2 to a personal service contract with CH2M Hill Northwest, Inc., to complete work on a draft environmental impact statement in Region 1. This supplement is effective January 30, 1992, through June 1, 1993, and adds $50,000 for a new sum not to exceed $300,000. (Transportation Commission approved November 19, 1991. William Anhorn signed for State Highway Engineer.)

7) On January 17, 1992, signed a personal service contract with Howard, Needles, Tammen and Bergendoff covering preliminary engineering services on I-5 at Highway 217/Kruse Way Interchange Project. This contract is effective January 17, 1992, through January 31, 1994, at a cost not to exceed $1.1 million. (Transportation Commission approved June 19, 1990. William Anhorn signed for State Highway Engineer.)

8) On January 17, 1992, signed a personal service contract with Anderson, Perry and Associates, Inc., for environmental Phase I engineering services on 10th Street-Eastgate Project of the Pendleton Highway in Umatilla County. This contract is effective January 17, 1992, through January 1, 1994, at a cost not to exceed $306,745. (Transportation Commission approved September 18, 1989. William Anhorn signed for State Highway Engineer.)

9) On January 17, 1992, signed a personal service contract with OBEC Consulting Engineers covering bridge inspection services in Area 9203. This contract is effective January 17, 1992, through March 31, 1994, at a cost not to exceed $490,750.90. (Transportation Commission approved April 17, 1991. William Anhorn signed for State Highway Engineer.)

10) On January 17, 1992, signed Supplement No. 5 to an agreement with Association of Oregon Counties covering the exchange of funds for the Oregon Roads Finance Study and for the Roads Finance Project Manager under the Federal Surface Transportation Program. (Transportation Commission approved January 29, 1991.)

11) On January 31, 1992, signed Supplement No. 1 to an agreement with Association of Oregon Counties and League of Oregon Cities to set aside $233,748.67 of Surface Transportation Program funds as payment to the State for the Oregon Roads Finance Study. (Transportation Commission approved January 29, 1991.)

12) On January 31, 1992, signed Amendment No. 1 to an agreement between Central Services and the Highway Division concerning Highway Planning and Research funding for the Oregon Rail Passenger Policy and Plan. This amendment is effective until December 1, 1992. (Judy Gregory signed on behalf of Central Services.)

13) On January 31, 1992, signed Supplement No. 1 to a personal service contract with Gossard-Pyron Associates for team building services with the Highway Division. This supplement adds $63,000 to the cost for a new sum not to exceed $113,000. (Transportation Commission approved funding of $75,000 on May 21, 1991, and on January 23, 1992, approved $38,000. (William Anhorn signed for State Highway Engineer.)

14) On January 31, 1992, signed Supplement No. 2 to a personal service contract with CH2M Hill Northwest, Inc., for bridge design services on a flexible basis. This supplement extends the contract completion date to November 1, 1993. (Transportation Commission approved original contract on December 18, 1990. William Anhorn signed for State Highway Engineer.)

15) On January 31, 1992, signed Supplement No. 2 to a personal service contract with Howard, Needles, Tammen and Bergendoff covering public involvement and preparation of the Hearing Study Report for the I-5 at Highway 217/Kruse Way Interchange Project. This supplement extends the contract completion date to July 31, 1992. (Transportation Commission approved original contract June 19, 1990. William Anhorn signed for State Highway Engineer.)

16) On February 4, 1992, signed a supplement to an agreement with Association of Oregon Counties covering the exchange of funds for the Oregon's County Roads Technical Assistance Program, Oregon's Technology Transfer Center, and for equipment for the AOC's Integrated County Road Information System. (Transportation Commission approved December 17, 1991. William Anhorn signed for State Highway Engineer.)

Dated this 18TH day of FEBRUARY, 1992

William Inhorn

State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Bear Creek-Keith Road Section of the Woodburn-Estacada Highway in Clackamas County. Bids received January 23, 1992. Contract No. 11,137 awarded on February 4, 1992, to North Santiam Paving Co., Stayton, at $983,742.39.

2) Work on the Siuslaw River Bridge Section of the Duncan Island Road in Lane County. Bids received January 23, 1992. Contract No. 11,145 awarded on February 12, 1992, to F. E. Ward, Inc., Vancouver, WA, at $788,390.00.

3) Signing on the Meacham-Idaho State Line Section of the Old Oregon Trail in Union, Baker, and Malheur Counties. Bids received January 23, 1992. Contract No. 11,147 awarded on February 4, 1992, to Coral Construction Company, Wilsonville, at $1,160,918.00.

Dated this 2ND day of MARCH, 1992

William Lucas
State Highway Engineer

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) Signed the following Special City Allotment agreements: (Transportation Commission approved October 15, 1991.)

1-23-92	Dayton	Commerce St.-3rd St.-4th St.
1-23-92	Wallowa	Storie St.-5th St.-2nd St.-Clairmont St. (Truck Route)
2-3-92	Jacksonville	Huener Lane-G St.-Beverly Way (Joseph Speight signed for Gilmour).
2-5-92	Imbler	2nd, 5th, 7th Sts.-Ruckman Ave.-Esther Ave.

2) On January 23, 1992, signed an agreement with City of Stanfield for the improvement of Page Avenue from Highway 395 to Glendening Street. (Transportation Commission approved December 17, 1991, as part of the Special City Allotment Program.)

3) On January 28, 1992, signed Supplement No. 3 to an agreement with Lincoln County concerning the construction of three bridges located on Yaquina Bay Road. (State Highway Engineer approved project on November 21, 1985. Joe Speight signed for Program Manager.)

Dated this 18th day of February, 1992

Cam Gilmour

Cam Gilmour, Manager
Program Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On January 14, 1992, approved the elimination of a pedestrian crossing on Salem-Dayton Highway No. 150 at Wallace Road and Glen Creek Road near the vicinity of Salem in Polk County at M.P. 20.39.

2) On January 22, 1992, approved installation of two interior illuminated lane use control signs on the southerly signal span for southbound Gateway Boulevard traffic near the vicinity of Cottage Grove in Lane County. The left lane will be signed with a through and left arrow and the right lane with a through and right arrow. Corresponding pavement markings will be installed.

3) On January 27, 1992, approved a north to west right-turn overlap on Mission Street at Hawthorne Avenue, Salem Highway No. 72, M.P. 8.26 in Salem, Marion County.

Dated this 20 day of February, 1992

Dwayne Hofstetter, Traffic Engineer

February 12, 1992

- 10,500 -

731-0314A (10-90)

DATE: **JANUARY, 1992**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLACKAMAS COUNTY**: **CLACKAMAS RIVER-WEST LINN - E. PORTLAND FREEWAY**:
File 42354 - Containing 0.04 acres; $525; Approved 12/18/91.

2) **JOSEPHINE COUNTY**: **FOOTHILL BLVD.-ROGUE RVR./REDWD.JCT. - REDWOOD HWY.**:
File 57406 - Containing 10,710 Sq. Ft.; $4,100; Approved 12/02/91; This corrects Agenda Letter dated 04/26/91, removing reverter clause and obligation to sell to City of Grants Pass for public use only (on May, 1991 report - Pg. 1, #3).

3) **MARION COUNTY**: **SALEM BY-PASS - JEFFERSON JCT. - PACIFIC HWY. E.**:
File 20214 - Containing 41.91 Acres; $95,500; Approved 12/18/91.

4) **MULTNOMAH COUNTY**: **ST. HELEN'S RD.-N.W. 21ST - COLUMBIA RIVER HIGHWAY**:
File 43045 A & B - Parcel A, containing 3,750 Sq. Ft. $19,600; and Parcel B, containing 14,675 Sq. Ft. $87,000; Total $106,600; Approved 12/18/91.

5) **MULTNOMAH COUNTY**: **S.E. HAROLD-S.E. KNIGHT - E. PORTLAND FREEWAY**:
File 44472 - Containing 10,228 Sq. Ft.; $9,700; Approved 12/23/91.

6) **MULTNOMAH COUNTY**: **S.E. YUKON-S.E. WOODSTOCK - E. PORTLAND FREEWAY**:
File 46180 - Containing 12,100 Sq. Ft.; $18,000; Approved 12/23/91.

R/W SERVICE AGREEMENTS: (35-50)

7) R/W Service Agreement #380 with Division of Motor Vehicles; to perform services in the acquisition phase and other phases preliminary thereto of site on Lana Avenue, Salem, Marion County; Approved 12/17/91.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35-41)

COOS COUNTY:

CATCHING SLOUGH BRIDGE - COOS RIVER HIGHWAY:

6083 001	Edith M. Phipps	$ 300	App. 12/04/91

DOUGLAS COUNTY:

N.W. HOOKER RD.-N.E. ALAMEDA AVE. - OAKLAND-SHADY HIGHWAY:

58721	Julia A. Puett	$ 69,000	App. 12/31/91
58764	Sherry Gaylor; Eugene Parr; Paul Childers	$ 750	App. 12/12/91
58805	Rudy & Viola A. Angel	$ 32,900	App. 11/08/91
58826	Douglas Educational Service District	$ 27,160	App. 11/27/91

OPTIONS: (Continued)

GILLIAM COUNTY:

ARLINGTON-CEDAR SPRINGS ROAD (NORTH UNIT) - JOHN DAY HIGHWAY:

6099 008	Luther H. Steard, Jr. and Phyllis Steward	$27,416.80	App. 09/19/91

HOOD RIVER COUNTY:

MT. HOOD-LONG PRAIRIE ROAD - MT. HOOD HIGHWAY:

57128	DVA: Gregory & Kari Hunter; Randall S. Johnson and Kurtis Osborne	$ 150	App. 12/24/91
57138	Laurie H. & Gloria J. Campbell	$ 2,023	App. 12/02/91
57235	Loren D. & Kathryn F. Miller	$ 600	App. 12/11/91

JACKSON COUNTY:

TRAIL-CASEY STATE PARK - CRATER LAKE HIGHWAY:

56516	Wilbert & Carolin Patterson	$ 2,400	App. 12/17/91
56517	Richard Brienzo; Evan & Loretta Shriner; Bobby J. & JoAnn Shoefstall	$ 3,350	App. 12/24/91
56518	Donald W. Wren	$ 950	App. 12/11/91
56520	Brian Burgess	$ 1,350	App. 12/11/91
56531	David A. & Byrdie C. Stevenson	$ 3,400	App. 12/06/91
56534	Gregg Adams; Daniel E. Bunn; Robert E. Bunn	$ 1,000	App. 12/13/91
56544	Kenneth C. & Dolorous Knight	$ 5,500	App. 12/31/91
56548	Louis E. & Clara F. Arnold	$ 1,700	App. 12/17/91
56550	Bob & Alta Schipper	$ 1,475	App. 11/29/91
58674	John T. Utley	$ 8,850	App. 12/13/91
58833	P. Babick	$ 2,650	App. 12/11/91
58839	Dan E. Bunn; James & Karen Rusk	$ 325	App. 11/27/91

JEFFERSON COUNTY:

PELTON DAM-RIMROCK RANCH - WARM SPRINGS:

58247	A. W. & Monal Ryon	$ 250	App. 12/02/91
58827	James R. & Diane Ramsey	$ 250	App. 12/02/91

JOSEPHINE COUNTY:

FOOTHILL BLVD.-ROGUE RIVER/REDWOOD HWY. JCT. - REDWOOD HIGHWAY:

57419	C.A. Morrison, Trustee	$ 4,100	App. 12/31/91

KLAMATH COUNTY:

59097	DeBarbieri (Mobile Home)	$7,456.93	App. 9/11/91

LANE COUNTY:

MCKENZIE HWY. PASSING BAYS - MCKENZIE HIGHWAY:

59131	Rosboro Lumber Company	$ 450	App. 12/12/91

Report of Actions Taken Under Delegated Authority
January, 1991 – Page Three

OPTIONS: (Continued)

LINN COUNTY:

QUEEN AVE.–CORVALLIS/LEBANON – ALBANY–JUNCTION CITY HIGHWAY:

55451	Leon R. & Roberta A. Walter	$ 2,800	App. 12/18/91

MARION COUNTY:

SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY:

6027 079	Ford Motor Company	$ 8,600	App. 12/11/91
6027 079	Larry & Michael Eyerly	$ 2,670	App. 12/02/91
6027 102	Alvin E. & Marian F. Haunch	$ 600	App. 12/11/91
6027 115	Robert L. & Clara M. Kirk	$ 46,500	App. 12/02/91

WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:

57978	Woodburn Oregon Assembly Hall of Jehovah's Witnesses	$ 17,250	App. 11/12/91
57996	James C. Roth (Sign only)	$ 560	App. 08/05/91
58201	Woodburn Partnership	$ 2,400	App. 12/02/91

MULTNOMAH COUNTY:

N.E. 181ST AVE.–223RD AVE. – COLUMBIA RIVER HIGHWAY:

6092 010	Glen E. & Edna Mae Handy	$ 2,802	App. 12/12/91

TERWILLIGER BLVD. INTERCHANGE – PACIFIC HIGHWAY:

6026 019	City of Portland	Donation	App 12/04/91

UMATILLA COUNTY:

U.P.R.R. O'XING–PENDLETON HWY. – PENDLETON–COLD SPRINGS HIGHWAY:

6052 008	Orville Robert Sorey	$ 100	App. 12/13/91

UNION COUNTY:

OLD OREGON TRAIL HWY.–ISLAND CITY – WALLOWA LAKE HIGHWAY:

6059 001	Robbie D. Waller, Trustee	$ 3,000	App. 11/26/91
6059 008	Mark C. Omann; Marcia M. Shoup	$ 9,300	App. 12/12/91
6059 019	Lighthouse United Pentecostal Church	$ 12,392	App. 12/11/91
6059 036	Union County Farm Bureau	$ 1,450	App. 12/13/91

WASHINGTON COUNTY:

S.W. 170TH AVE.–FARMINGTON RD. – S.W. FARMINGTON RD. (CNTY.):

6134–002	Frances L. & Richard P. Jacklin	$ 68,000	App. 12/11/91

Dated this 27 day of Feb, 1992

Steven Green, Right of Way Manager

FOR

DATE: **FEBRUARY, 1992**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **DESCHUTES COUNTY**: **CITY OF REDMOND - S.W. 17TH ST.**:
File 02121 - Containing 3.29 Acres (Deeded to City of Redmond 10/09/64 with "public use" clause. State agrees to release reverter for 50% of appraised value of $60,000); $30,000; Approved 01/14/92.

2) **CLACKAMAS COUNTY**: **BARBUR BLVD.-MARION CNTY. LINE - PACIFIC HIGHWAY**:
File 19649 - Containing 0.30 Acres; $119,000; Approved 01/14/92.

3) **DOUGLAS COUNTY**: **CAMAS VALLEY - COOS BAY-ROSEBURG HIGHWAY**:
File 57470 - Containing 0.23 Acres; $250; Approved 01/14/92.

4) **DOUGLAS COUNTY**: **NW HOOKER RD.-NE ALAMEDA AVE. - OAKLAND-SHADY HWY.**:
File 57850 - Containing 4,420 Sq. Ft. (approval to deed this excess parcel to adjacent property owner as part of negotiated settlement for purchase of 2,140 Sq. Ft. on File 58773. This will be a trade of equal value); $250; Approved 01/12/92.

5) **MULTNOMAH COUNTY**: **RUSSELL ST.-CURRY ST. - PACIFIC HIGHWAY**:
File 30168 - Containing 375 Sq. Ft. (valued @ $2,250, plus additional compensation of rent due in the amount of 17,275 for encroachment on State's parcel, administrative costs, and loss of design flexibility); $19,525; Approved 01/14/92.

AGREEMENTS: (35-48)

6) Construction/Maintenance Agreement; C. & A. Agrmnt. 11029; with Wood River Improvement District for Irrigation Facilities relocation and adjustment; **CRATER LAKE BOUNDARY-FT. KLAMATH SECTION - CRATER LAKE HWY.**; **KLAMATH COUNTY**; $25,000; Approved 1/07/92.

7) ODOT Agreement No. RR 1326; Construction/Maintenance Agreement; Deschutes County and ODOT propose widening/improvment of China Hat Road which crosses railway's track; Agreement with Burlington Northern Railroad Company to perform related work on its facilities prepare plans and specs. for signals; $72,472; Approved 12/13/91.

8) ODOT Agreement No. RR I327; with Union Pacific Railroad Company for grade crossing improvement project; **SANITARY LANDFILL ROAD - LA GRANDE, OR.**; Estimated Costs $132,997; Approved 1/24/92.

9) ODOT Agreement No. RR 1328; with Burlington Northern Railroad; railway agrees to perform alterations desired by State to existing traffic signal at **PRAIRIE ROAD-PACIFIC HIGHWAY WEST** intersection; estimated cost $42,965; Approved 11/15/91.

AGREEMENTS: (Continued)

10) ODOT Agreement No. RR 1329; with Southern Pacific Transportation Company; for Bikeway Easements; **PACIFIC HWY. W.–S.W. MCDONALD ST. – BEAVERTON–TUALATIN HWY.**; no monetary amount; Approved 1/24/92.

11) ODOT Agreement No. RR 1330; with Southern Pacific Transportation Company; for two longitudinal drainage ditches; **S.W. 170TH AVE–198TH AVE.**; $37,805; Approved 1/24/92.

PERSONAL SERVICE CONTRACTS: (35–46)

12) Supplemental Demolition Contract with Ambrose W. and Susan McCauliffe dba Horseshoe Galloways; Contractor is performing work and using material from State's Quarry Site in conjunction with a State Hwy. improvement project near Fort Klamath; Contractor will pay State for amount of material removed at $1.00 per cubic yard; Start Date 01/02/91; End Date 06/01/92; Contract No. RQ 109–01; Approved 01/02/91.

13) Agreement with Lon Kilgore, Auctioneer; to auction sale of business personal property of former Shilo Inn as set forth on proposal dated 12/06/91 and "Business Property Auction Contract"; Cost: 11.5% of sold property; Start Date: 01/02/92; End Date: 03/01/92; Approved 1/02/92.

14) Demolition Contract with Albert Schattenkirk; for demolition of building at 2311 N.E. Stephens St., Roseburg OR, removal of debris, and capping of sewer line; File 57019; Start Date: 1/22/92; End Date 2/22/92; Cost $1,975; Approved 1/22/92.

15) Personal Services Contract; with Bittinger & Redburn; for training for Management Team; Start Date: 01/15/92; End Date: 07/15/92; $950; Approved 1/15/92.

R/W SERVICE AGREEMENTS: (35–50)

16) R/W Services Agreement No. 350M with Multnomah County (#350 is the "umbrella" agreement which covers various County road projects not to be constructed with Federal Aid through June 30, 1993); Misc. C.& A. 9661; **S.E. 242ND DRIVE**; State agrees to perform services in the preliminary and acquisition of right–of–way phases for agency; Approved 08/11/88.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

M.P. 7.41 – CASCADE NORTH:			
6007 100	Roger Wampler	Donation	App. 01/06/92
6007 102	Raymond Monsrud; Hazel Monsrud	Donation	App. 01/06/92
SPANGLER HILL–MULINO – CASCADE S. HIGHWAY:			
57808	Larry & Maxine Baughman (Supplemental: Cost to Cure)	$ 12,294	App. 10/07/91

OPTIONS: (Continued)

COOS COUNTY:

HALLS CREEK BRIDGE – ARAGO–ARAGO JUNCTION ROAD:

6130 001	Louis M. McCarthy; William McCarthy (Crockett)	$ 275	App. 01/31/92

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 005	James M. Hait, Trustee	$ 15,350	App. 07/29/91
6032 019	Douglas M. & Sherry O. Stott (Kimmel)	$ 38,000	App. 12/02/91

DOUGLAS COUNTY:

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58756	Broughton & Harrell Corporation	$ 2,418	App. 01/17/92
58765	Broughton & Harrell Corporation	$ 650	App. 01/17/92
58804	Douglas Electric Co–op	$ 22,600	App. 12/12/91

GILLIAM COUNTY:

ARLINGTON–CEDAR SPRINGS RD. (NORTH UNIT):

6099 003	George Shane, Jr.	$ 3,000	App. 01/15/92
6099 009	Michael C. & Beverly J. O'Brien	$ 3,760	App. 01/06/92

GRANT COUNTY:

WCL JOHN DAY–CANYON CREEK – JOHN DAY HIGHWAY:

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE – PACIFIC HIGHWAY:

58261	Dale L. & Mildred L. Bartley	$ 10,170	App. 08/27/91
58262	Richard J. Meister; Barbara J. Meister	$ 16,305	App. 01/15/92

TRAIL–CASEY STATE PARK – CRATER LAKE HIGHWAY:

56528	Larry G. Sweem; Betty A. Sweem	$ 425	App. 01/21/92
56535	Verne D. Herrell Family Trust	$ 1,075	App. 10/03/91
56537	Dorothy J. Lippke	$ 552	App. 02/20/92
56545	Joseph A. & Mabel K. Unsinn, Trustees	$	
56552	Glade & Kathleen Arnoldsen (Bunn & Adams)	$ 2,000	App. 01/17/92
56555	Alan U. Battenfield; Sharon M. Battenfield	$ 2,350	App. 01/13/92
56587	Gloria Marie Harper; Arnold Ragsdale	$ 1,100	App. 01/13/92
59140	Thomas Fred Winter	$ 1,475	App. 01/21/92

JEFFERSON COUNTY:

PELTON DAM RIMROCK RANCH – WARM SPRINGS HIGHWAY:

58251	Walter W. Walker; Elizabeth C. Walker	$ 150	App. 01/13/92

OPTIONS: (Continued)

LANE COUNTY:

BELTLINE HWY.–BARGER AVENUE – PACIFIC WEST HWY.:			
59115	Russell D. Bevans	$ 12,800	App. 12/13/91
NOTI–VENETA (WEST UNIT) – FLORENCE–EUGENE HIGHWAY:			
6074 027	Kathleen Suiter & Patricia Chase, Co–Pers. Reps.	$ 36,000	App. 01/06/92
SALMON CREEK BRIDGE – WILLAMETTE HIGHWAY:			
58166	Shelvia J. Judd	$ 11,841	App. 10/07/91

MARION COUNTY:

MARKET STREET INTERCHANGE – PACIFIC HIGHWAY:			
6027 088	Ronald L. Halter; Janet L. Halter	$ 425	App. 01/13/92
SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY:			
6027 002	The Southland Corporation (Fixtures only)	$ 22,889	App. 01/15/92
6027 104	Stewart A. & Verla M. Woods	$ 1,175	App. 09/04/91
6027 105	Ronald A. Smith	$ 650	App. 10/07/91
6027 046	John C. & Phyllis A. Keeton	$ 3,000	App. 02/04/92
6027 046	Herbert L. & Karry E. Johnson	$ 1,300	App. 02/04/92
6027 051	Lloyd Konopski	$ 5,920	App. 12/31/91
6027 057	Mark D. Helvig	$ 5,170	App. 12/31/91
6027 064	Trustees of the United Association Local 290 Apprenticeship & Journeyman Training Trust Fund (Packouz)	$153,555	App. 01/17/92
6027 075	Pauline Osborn	$ 73,550	App. 02/20/92
6027 075	Tandycrafts, Inc. (Tenant–owned sign)	$ 650	App. 02/20/92
6027 118	Donald James & Saundra Lee Jacobe	$ 55,000	App. 12/30/91
SPRR–SILVERTON ROAD – PACIFIC HIGHWAY:			
6045 006	Martin Bros. Signs (Sign only)	$ 4,000	App. 01/09/92
WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:			
57971	Josele L. Taylor	$ 7,950	App. 12/31/91
57974	George W. & Doris Yoder	$ 15,000	App. 12/13/91
57983	Orscheln Farm & Home Supply, Inc.	$ 12,000	App. 01/06/92
58001	Larry & Elizabeth Koller	$ 12,575	App. 12/31/91

MULTNOMAH COUNTY:

N.E./S.E. 47TH–60TH – E. BURNSIDE:			
6117 011	Robert A. & Joyce M. Beil	$ 250	App. 01/27/92
S.E. 128TH–S.E. 136TH – S.E. FOSTER ROAD:			
6114 005	Albert C. & Lucille Karger	$ 2,900	App. 01/13/92
6114 016	Carol Gould; Lawrence R. Gould	$ 450	App. 11/22/91
6114 017	Steve M. & Helen M. Bennett	$ 100	App. 11/27/91

Report of Actions Taken Under Delegated Authority
February, 1992 – Page Five

OPTIONS: **MULTNOMAH COUNTY**: S.E. 128TH–S.E. 136TH – S.E. FOSTER ROAD: (Cont.)

6114 022	Charles O. & Frances Anne Hooper	$ 1,150	App. 01/21/92
6114 026	Joseph Chubin; Rita K. Chubin	$ 700	App. 11/27/91
6114 029	Rickey Alvin McDonald	$ 1,000	App. 11/27/91

RIVERGATE I–5 MARINE DRIVE – SWIFT HIGHWAY:

6120 006	Gerald Davis	$ 750	App. 01/13/92

TERWILLIGER BLVD INTERCHANGE – PACIFIC HIGHWAY:

6026 008	City of Portland	Donation	App. 12/31/91

SHERMAN COUNTY:

MORO MAINTENANCE STATION – SHERMAN HIGHWAY:

6006 002	Helen Lucille Watkins	$ 750	App. 01/15/92

UMATILLA COUNTY:

S. FORK COLD SPRINGS CREEK BRIDGE – PENDLETON–COLD SPRINGS HIGHWAY:

6103 001	Harry W. & Joni M. Markgraf	$ 2,370	App. 10/07/91

UNION COUNTY:

OREGON TRAIL HWY.–ISLAND CITY – WALLOWA LAKE HIGHWAY:

6059 002	Wylam, Mashek, & Holloway Partnership (Goss)	$ 23,240	App. 12/13/91
6059 009	Read Properties	$ 13,550	App. 11/18/91

Dated this 27th day of Feb, 1991

For Steven Green, Right of Way Manager

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3/17/92

DATE: MARCH, 1992

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **BAKER COUNTY**: **SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY**:
File 17588 - Containing 0.08 Acres; $500; Approved 2/20/92.

2) **CURRY COUNTY**: **GREGGS CR.-WEDDERBURN - OREGON COAST HIGHWAY**:
File 21768 - Containing 1.45 Acres; $3,000; Approved 02/18/92.

3) **CURRY COUNTY**: **PISTOL RIVER MAINTENANCE SITE - OREGON COAST HIGHWAY**:
File 05296 - Containing 0.92 Acres; $20,000; Approved 02/19/92.

4) **LANE COUNTY**: **SUTTON LAKE-FLORENCE SECTION - OREGON COAST HIGHWAY**:
File 53523 - Containing 16,800 Sq. Ft.; $28,500; Approved 2/19/92.

5) **MARION COUNTY**: **SALEM BY-PASS SECTION - PACIFIC HIGHWAY**:
File 19407 - Containing 1.44 Acres; $62,500; Approved 2/19/92.

6) **MULTNOMAH COUNTY**: **AIRPORT WAY INTERCHANGE - E. PORTLAND FREEWAY**:
File 48873 - Containing 64,000 Sq. Ft. (Trade for File 52995 owned by Port of Portland containing 67,800 Sq. Ft.); Both parcels have equal value; $339,000; Approved 2/24/92.

7) **MULTNOMAH COUNTY**: **COLUMBIA S. SHORE RENEWAL AREA - AIRPORT WAY (PHASE 1)**: File 49686 - Containing 39.3 Sq. Ft. (Fee); 574.4 Sq. Ft. (P.E.); 5656.7 Sq. Ft. (T.E.); $15,100; Approved 2/19/92.

8) **MULTNOMAH COUNTY**: **HARBOR DR.-BARBUR BLVD. - PACIFIC HIGHWAY**:
File 23681 - Containing 15,750 Sq. Ft.; $45,000; Approved 2/19/92.

9) **MULTNOMAH COUNTY**: **N.W. NICOLAI-N.W. FREMONT - COLUMBIA RIVER HIGHWAY**:
File 52231 - Containing 16,250 Sq. Ft.; $146,250; Approved 2/19/92.

10) **MULTNOMAH COUNTY**: **S.W. SEYMOUR-S.W. 10TH SECTION - PACIFIC HIGHWAY**:
File 31047 - Containing 4,620 Sq. Ft.; $44,900; Approved 2/19/92.

PERSONAL SERVICE CONTRACTS: (35-46)

11) Demolition Contract with Dave Molony Logging, Inc. for demolition of single family residence and detached garage at 305 Lower Columbia River Hwy., St. Helens OR; File 58727; **COLUMBIA CITY-WARREN - LOWER COLUMBIA HWY., COLUMBIA COUNTY**; Start Date: 1/27/92; End Date: 2/27/92; $2,840; Approved 1/27/92.

12) Demolition Contract with Black's Excavating and Hauling for demolition of building at 1790 N.E. Stephens, Roseburg OR; File 58825; $7,700; Approved 2/10/92.

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3/17/92

PERSONAL SERVICE CONTRACTS: (Continued)

13) Demolition Contract with Stark Trucking, Inc. for demolition/removal of site improvements at 3515 – 3529 Sunnyview Rd. N.E.; 3521 "D" Street N.E.; and 3591 "D" Street N.E., all in Salem OR; Files 6027013; 6027017; and 6027018; Start Date: 2/10/92; End Date: 4/10/92; $11,400; Approved 2/10/92.

14) Demolition Contract with GEM Consulting for remedial investigation of site at 1985 Roosevelt Blvd., Eugene OR, and develop and produce a Corrective Action Plan; File 41624; Start Date: 2/10/92; End Date 6/30/92; $24,375; Approved 2/10/92.

15) Demolition Contract with Konell Construction Co., Inc. for the demolition of commercial retail structure at 16770 Hwy. 99E, Woodburn OR, disconnect all utility lines at property line, and cap, and remove debris; File 57955; Start Date: 2/10/92; End Date: 4/10/92; $15,175; Approved 2/10/92.

16) Personal Service Contract with Salem Merchant Patrol for security patrol and checks at former Shilo Inn property at 1855 Hawthorne Ave. N.E. in Salem OR; File 6027003; $224; Start Date: 01/22/92; End Date: 02/15/92; Approved 1/22/92.

17) Demolition Contract with Atez, Inc., Bob Kinyon, for removal of approx. 21,175 Sq. Ft. of Asbestos–containing textured ceilings, floor tile, and mastic; File 6027001; Start Date: 2/27/91; End Date 3/20/92; Approved 2/28/92.

18) Memorandum for increase of cost to original Demolition Contract with **Stark Trucking** (reported on Nov., 1991 report, #12) to temporarily Decommission 2 wells; remove & Decommission 2 heating oil tanks; 4 soil samples tests; haul extra brush away; extra asbestos found in house; and backfill around 2 water wells; Start Date 01/17/92; End Date 02/14/92; File 6026 001; $5,208; Approved 02/14/92.

R/W SERVICE AGREEMENTS: (35–50)

19) R/W Service Agreement #380; Real Property Services Agreement, **BANDON STATE AIRPORT, COOS COUNTY**; Highway will perform said services as may be required by Aeronautics for this specific project; Approved 2/10/92.

20) Corrected R/W Service Agreement #381 (in #18 above) with Aeronautics Division for **BANDON STATE AIRPORT PROJECT, COOS COUNTY**; Real property Agreement; Additional services to perform were added; Approved 2/10/92.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND DRIVE – PACIFIC HWY. WEST:

6044 112	Lipman & Mon Hem Wong	$ 500	App. 02/18/92

OPTION: (Continued)

CLACKAMAS COUNTY:

OR-212 @ 232ND DRIVE -- CLACKAMAS-BORING HIGHWAY:

6104 001	Dora Hoffineister	$	300	App. 02/12/92

COOS COUNTY:

CATCHING SLOUGH BRIDGE – COOS RIVER HIGHWAY:

6083 002	Gordon L. & Emily Case	$	870	App. 02/10/92
6083 012	Richard & Annabelle McCarthy	$	250	App. 02/05/92

HALLS CREEK BRIDGE – ARAGO-ARAGO JCT. ROAD:

6130 003	Paul & Angela Orchard	$	1,070	App. 02/10/92

DESCHUTES COUNTY:

REDMOND-BEND (NORTH UNIT) – THE DALLES-CALIFORNIA HIGHWAY:

6032 005	J.M. Hait, Trustee	$	15,350	App. 07/29/91

SISTERS-TUMALO – MCKENZIE-BEND HIGHWAY:

6098 045	Melvin G. & Joan V. Watterson	$	175	App. 02/20/92

DOUGLAS COUNTY:

N.W. HOOKER RD.-N.E. ALAMEDA AVE. – OAKLAND-SHADY HIGHWAY:

58721	Pre Mix Concrete	$	72	App. 12/31/91
58753	Jean L. Rinder	$	200	App. 10/31/91
58758	Richard Delfs	$	12,000	App. 02/12/92

GILLIAM COUNTY:

ARLINGTON-CEDAR SPRINGS RD. (NORTH UNIT):

6099 012	Walter A. & Dorothy L. Ferris	$	1,370	App. 02/13/92
6099 017	Alan A. Smythe	$	1,000	App. 02/05/92

HARNEY COUNTY:

NEW PRINCETON – STEENS HIGHWAY:

6140 001	Harney County	$	200	App. 02/20/92
6140 002	Cliff F. Brightman; Lynne Brightman	$	150	App. 02/19/92
6140 003	Nevin L. Thompson; Shirley M. Thompson	$	400	App. 02/19/92

OPTIONS: (Continued)

JACKSON COUNTY:

CENTRAL POINT INTERCHANGE - PACIFIC HIGHWAY:

58261	Dale L. & Mildred L. Bartley	$10,151.19	App. 08/27/91

TRAIL-CASEY STATE PARK - CRATER LAKE HIGHWAY:

56512	Jerry L. & Rebecca Curtis	$ 9,500	App. 02/05/92
56529	Rogue River Lodge Corp.	$ 2,200	App. 01/24/92
56541	James C. Wilson; Bobbie L. Wilson	$ 2,150	App. 02/04/92
56549	David P. & Donna L. Helbert	$ 1,600	App. 02/05/92
56557	Glenn J. & Jerilynn Barton	$ 4,000	App. 02/12/92
56558	Rodney E. & Laren A. Case	$ 775	App. 02/05/92
58840	Barbara Allen	$ 4,611	App. 02/04/92

KLAMATH COUNTY:

CRATER LAKE BOUNDARY-FORT KLAMATH - CRATER LAKE HIGHWAY:

6068 014	Walter Meshke	$ 210	App. 02/04/92

GREEN SPRINGS HWY.-MIDLAND HWY. JCT. - THE DALLES-CALIFORNIA HIGHWAY:

6076 016	Elizabeth A. Patterson	$ 100	App. 02/20/92
6076 017	William M. & Lila M. Anderson	$ 100	App. 02/10/92
6076 018	Irene M. Currin	$ 200	App. 02/10/92

MARION COUNTY:

25TH ST.-AIRPORT ROAD - SALEM HIGHWAY:

6082 007	U.S. Postal Service	$ 7,700	App. 02/12/92

SILVERTON RD.-STATE ST. - PACIFIC HIGHWAY:

6027 036	Charlene V. Welch	$ 3,470	App. 02/18/92
6027 043	Diane Sue Russell, Pers. Rep.	$ 4,160	App. 02/20/92
6027 053	Sharon Rice	$ 4,100	App. 02/05/92
6027 072	The Holland, Inc.	$636,920	App. 01/31/92
6027 127	National Advertising	Donation	App. 02/18/92

SPRR-SILVERTON RD. - PACIFIC HIGHWAY:

6045 003	James & Paul Freeburg	$2,400,000	App. 02/05/92
6045 004	Bellinger, et al	$ 48,000	App. 08/27/91

WOODBURN NCL-LINCOLN ST. - PACIFIC EAST HIGHWAY:

57969	Dempsy & Mary M. Sullivan	$ 7,545	App. 02/18/92
57999	Roth's IGA Foodliner, Inc.	$ 18,600	App. 02/04/92
59132	Dempsy D. Sullivan	$ 4,290	App. 02/18/92

Report of Actions Taken Under Delegated Authority
March, 1991 – Page Five

OPTIONS: (Continued)

MULTNOMAH COUNTY:

NE/SE 47TH & 60TH AVES. – E. BURNSIDE STREET:

6117 001	Neal Osborne	$ 170	App. 12/04/91
6117 005	Theodore & Donna M. Suker	$ 500	App. 11/06/91
6117 013	Weston Investment Co.	$ 625	App. 11/06/91

TERWILLIGER BLVD INTERCHANGE – PACIFIC HIGHWAY:

6026 010	Charles Koady	$ 4,105	App. 05/24/91

UMATILLA COUNTY:

UMATILLA-MCNARY – COLUMBIA RIVER HIGHWAY:

6084 009	Charles Kik	$ 100	App. 02/12/92

UNION COUNTY:

OREGON TRAIL HWY.-ISLAND CITY – WALLOWA LAKE HIGHWAY:

6059 016	G. & I. Investments	$ 19,137	App. 02/04/92
6059 024	U.S. Bank Trust Group	$ 16,025	App. 02/12/92
6059 024	Bob Stuckman (tenant-owned fixtures)	$ 1,420	App. 02/12/92

WASHINGTON COUNTY:

I-5 @ HWY. 217/KRUSE WAY – PACIFIC HIGHWAY:

6108 001	Washington County School District #48	$ 29,700	App. 02/05/92
6108 002	George K. Stroemple	$ 11,110	App. 02/18/92

Dated this 3rd day of March, 1992

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

ARLINGTON-CEDAR SPRINGS RD. (N. UNIT) SECTION OF THE JOHN DAY HWY

6099011 - Leona A. Tatone Offer:$ 2,725.00

NW HOOKER - NE ALAMEDA AVENUE SECTION OF THE OAKLAND-SHADY HIGHWAY

58796 - Country Club Investors Offer:$ 121,000.00

OLD OREGON TRAIL - ISLAND CITY SECTION OF THE WALLOWA LAKE HIGHWAY

6059027 - David John Hyde Offer:$ 14,000.00

SILVERTON RD. - STATE ST. (PHASE 1) SECTION OF THE PACIFIC HIGHWAY

6027080 - Walter I & Linda K. Ivie Offer:$ 19,550.00

SILVERTON RD. - STATE ST. (PHASE 2) SECTION OF THE PACIFIC HIGHWAY

6027022 - Warren/Howard Partnership Offer:$ 34,500.00

WOODBURN N.C.L. - LINCOLN ST. SECTION OF THE PACIFIC HIGHWAY EAST

58004 - Joseph W. Dent Offer:$ 5,900.00

Dated this 20th day of February, 1992.

Lou Schwab, Acting Manager
Right of Way Section

731-0314A (10-90)

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3/17/92

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Benton Electric,Inc. Contract No. 11003 Acceptance Date: January 29,1992	Pacific Hwy.East at Young St.(Woodburn) Marion County
Angell Asphalt and Aggregate,Inc. Contract No. 11029 Acceptance Date: January 29,1992	Grass Valley-Wilcox Road Sherman County
Bayview Transit Mix,Inc. Contract No. 11030 Acceptance Date: January 29,1992	District 1 Overlay Projects Tillamook County
East County Electric Co. dba Highlite Const.,Inc. Contract No.11039 Acceptance Date: January 29,1992	Woodburn Interchange S.Bd.Off-Ramp Marion County
Kiewit Pacific Co. Contract No. 10653 Acceptance Date: February 13,1992	Camas Mt.Wayside-Mums Cr. (Suicide Cr.) Multnomah County
Wildish Construction Co. Contract No.10881 Acceptance Date: February 13,1992	Rattlesnake Cr.-Wheeler Rd. Lane County
Babler Bros.,Inc. Contract No. 10904 Acceptance Date: February 13,1992	N.W.Front Ave.-N.W.Hoyt St. (Portland) Multnomah County
Salm Construction Co. Contract No. 11027 Acceptance Date: February 13,1992	S. 10th &Main Sts. at O.P.&E.(Cottage Grove) Lane County
Bracelin-Yeager Excavating and Trucking,Inc. Contract No. 11035 Acceptance Date: February 13,1992	Umpqua Wayside - Elkton Douglas County
LTM,Inc.dba Lininger Tru-Mix,Inc. Contract No. 11043 Acceptance Date: February 13,1992	Phoenix-Valley View Road Jackson County

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

J

3/17/92

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Bayview Transit Mix,Inc. Contract No. 11084 Acceptance Date: February 13,1992	Pacific Drive-Fort Stevens Highway Clatsop County
Coral Construction Co. Contract No. 11107 Acceptance Date: February 13,1992	U'Xing.N.E. 8th Ave. (Milton-Freewater) Umatilla County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$ 12,014,270.42	$ 129,293,912.57
Anticipated Costs	$ 12,313,200.50	$ 130,555,279.51
Percentage Overrun (Underrun)	+2.5%	+1.0%

Wayne F. Cobine, Manager
Office of Operations
Date 2/19/92

BMW:bmw

DELAUTH

J

3/17/92

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 92 [July 1]

REGION	7 Months to Date -	+	TOTAL	AVE % by REGION
1	12	11	23	+ 4.2
2	17	3	20	- 4.8
3	12	7	19	+ 2.0
4	8	3	11	+ 0.2
5	15	3	18	- 2.5
TOTAL	64	27	91	+ 1.0

- Projects underrunning Original Authorization
+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On January 7, 1992, approved Supplement No. 1 to a personal service contract with Earth Mechanics, Inc., to provide documentation of computer programs "Pass" and "Star." This supplement extends the contract completion date to April 15, 1992.

Dated this 13th day of February, 1992

Thomas D. Lulay

Thomas D. Lulay, Bridge Engineer

February 12, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

1) On January 28, 1992, approved an agreement with Douglas County for the construction of a sand shed at a State-owned stockpile site on the North Umpqua Highway.

Dated this 18TH day of February, 1992

James Gix
Region 3 Engineer

February 12, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following action was taken:

1) On January 8, 1992, approved a personal service contract with OBEC Consulting Services covering preliminary engineering consultation for the Crater Lake Boundary-Ft. Klamath Project on Crater Lake Highway in Klamath County. This contract is effective January 8 through September 30, 1992, at a cost not to exceed $10,000.

Dated this 18 day of Feb, 1992

Dale D. Allen
Region 4 Engineer

February 12, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On January 24, 1992, approved a personal service contract with Intercept Research Corporation for conducting a public opinion survey on highway ice alert devices. This contract is effective February 3 through March 15, 1992, at a cost not to exceed $3,500.

Dated this 14 day of Feb., 1992

W. J. Quinn
Engineer of Materials and Research

February 12, 1992

RECEIVED
FEB 14 1992
MATERIALS DIVISION

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On January 24, 1992, approved a personal service contract with Intercept Research Corporation for conducting a public opinion survey on highway ice alert devices. This contract is effective February 3 through March 15, 1992, at a cost not to exceed $3,500.

Dated this 14 day of Feb., 1992

W. J. Quinn
Engineer of Materials and Research

February 12, 1992

RECEIVED
FEB 14 1992
MATERIALS DIVISION

0

3/17/92

STATE OF OREGON

INTEROFFICE MEMO

Date: February 18, 1992

To: Fran Neavoll, Manager
Commission Services Section

Thomas M Bradd

From: Thomas M. Bradd, Supervisor
Transportation Permit Unit

Subject: Notice of Rule Adoption
Oregon Administrative Rules, Chapter 734, Division 82

On February 1, 1992 the Secretary of State published notice of proposed rulemaking for Oregon Administrative Rules Chapter 734, Division 82. These rules concern transportation of loads which cannot be readily or reasonably dismantled.

No requests for a hearing were received.

I hereby adopt these amendments to Oregon Administrative Rules Chapter 734, Division 82 as published by the Secretary of State. I have delegated authority from the State Highway Engineer to adopt rules in Subdelegation Order HWY-3.

See Permit Rule No.60C in Commission's files, Salem, for rule amendments.

P

3/17/92

Report of Condemnation Cases Dismissed

State v. Robinson

L - 9621
R - 6047039

Section:	Murry-Fanno Creek
Highway:	Scholls
County:	Washington
Remarks:	Settled by Highway
Option Amount:	$7,000

Report of Condemnation Cases Settled

State v. Premium Oil

L - 9715
R - 6044014

Section:	Mary's River-Kiger Island
Highway:	Pacific Highway West
County:	Benton
State's Deposit:	$37,200
Defendant's Answer:	$110,000
Settlement:	$53,501
Comments:	Defendants accepted the State's 30-Day offer of $53,501.
State's Attorney:	Roger R. Warren

State v. Nortom

L - 9674
R - 58624

Section:	Murry Blvd Interchange
Highway:	Sunset
County:	Washington
State's Deposit:	$22,020
Defendant's Answer:	$100,000
30-Day Letter Offer:	$70,001
Comments:	Defendants accepted State's offer of $70,001.
State's Attorney:	Roger R. Warren

P

3/17/92

Report of Condemnation Cases Dismissed

State v. Robinson
L - 9621
R - 6047039
Section: Murry-Fanno Creek
Highway: Scholls
County: Washington
Remarks: Settled by Highway
Option Amount: $7,000

Report of Condemnation Cases Settled

State v. Premium Oil

L - 9715
R - 6044014
Section: Mary's River-Kiger Island
Highway: Pacific Highway West
County: Benton
State's Deposit: $37,200
Defendant's Answer: $110,000
Settlement: $53,501
Comments: Defendants accepted the State's 30-Day offer of $53,501.
State's Attorney: Roger R. Warren

State v. Nortom

L - 9674
R - 58624
Section: Murry Blvd Interchange
Highway: Sunset
County: Washington
State's Deposit: $22,020
Defendant's Answer: $100,000
30-Day Letter Offer: $70,001
Comments: Defendants accepted State's offer of $70,001.
State's Attorney: Roger R. Warren

State v. Grogan

L - 9710
R - 6032018

Section:	The Dalles-California
Highway:	Redmond-Bend
County:	Deschutes
State's Deposit:	$8,150
Answer:	$35,000
State's 30 Day Letter of Offer:	$16,000
Comments:	Defendants accepted the $16,000 offer.
State's Attorney:	Roger R. Warren

State v. Cavenham Forest Industries, Inc.

L - 9590
R - 58597

Section:	Mile Post 26.21 - Summit
Highway:	Oregon Coast
County:	Clatsop
State's Offer:	$135
State's 30 Day Letter of Offer:	$2,700
Comment:	Defendants accepted the State's offer of $2,700.
State's Attorney:	Roger R. Warren

State v. Martenson

L - 9654
R - 6047009

Section:	Murray Blvd - Fanno Creek
Highway:	Scholls
County:	Washington
State's Deposit:	$2,500
Answer:	$28,000
State's 30 Day Letter of Offer:	$15,001
Settlement:	$21,000
Comment:	State's deposit was based on appraisal which inappropriately used dedication in appraising this property. When the property is appraised without dedication it was valued at $10,500. When this figure is coupled with a landscape architect's estimate of cost-to-cure of $11,070, the $21,000 settlement is just.
State's Attorney:	Roger R. Warren

State v. Lindgren

L - 9441
R - 57664
Section: S. E. 21st Avenue - S. E. Baseline Street
Highway: Tualatin
County: Washington
State's Deposit: $69,100
Answer: $320,000
State's 30 Day Letter of Offer: $110,001
Settlement: $185,000
Comments: The State's fee appraiser determined the range of value for the State's taking to be $140,00 to $220,000. This appraiser noted that the defendant's were impacted by the State's taking. The State settled the case for $185,000.
State's Attorney: Roger R. Warren

State v. Young

L - 9721
R - 6054031
Section: Terrebonne - O'Neil Junction
Highway: The Dalles - California
County: Deschutes
State's Deposit: $1,900
Answer: $30,000
State's 30 Day Letter of Offer: $10,000
Comments: Defendants accepted State's offer of $10,000.
State's Attorney: Wendy J. Paris

State v. Jenne

L - 9617
R - 6035008
Section: Salmon River Highway - Three Rivers
Highway: Salmon Creek
County: Polk
State's Deposit: $150
Answer: None
Settlement: $150
Comments: Defendants were served with summons and complaint and did not appear. They were defaulted and a final judgment was filed.
State's Attorney: Roger R. Warren

JTT03098/cr

P

3/17/92

Report of Condemnation Cases Dismissed

State v. Pendleton
L - 9651
R - 58572
Section: Union/Grand Ave. Viaduct-S. E. River
Highway: Pacific East
County: Clackamas
Remarks: Settled by Right of Way
Attorney: Roger R. Warren

State v. Pendleton
L - 9642
R - 58305
Section: Union/Grand Ave. Viaduct-SE River Rd.
Highway: Pacific East
County: Clackamas
Remarks: Settled by Highway
State's Attorney: Roger R. Warren

State v. Pendleton
L - 9643
R - 58856
Section: Union/Grand Ave. Viaduct-SE River Rd.
Highway: Pacific East
County: Multnomah
Remarks: Settled by Right of Way
State's Attorney: Roger Warren

State v. Meister
L - 9751
R - 58262
Section: Central Point Interchange
Highway: Pacific
County: Jackson
Remarks: Settled by Right of Way
State's Attorney: Roger Warren

Report of Condemnation Cases Settled

State v. Bibelheimer
L - 9778
R - 57992
Section: Woodburn/Lincoln Street
Highway: Pacific East
County: Marion
State's Offer: $6,300

Settlement: $6,300
Justification: Defendants accepted the pled amount of $6,300 as settlement.
State's Attorney: Roger R. Warren

State v. Grabhorn
L - 9660
R - 6047012
Section: Murray Blvd/Fanno
Highway: Scholls
County: Washington
State's Offer: $1,100
Def's Answer: $2,000,000
30 Day Offer: $4,001
Settlement: -0-
Justification: Defendant agreed to donate the state's take if he was granted one access to Scholls Ferry Road.
State's Attorney: Roger R. Warren

State v. Eastern Oregon State College Foundation; Maurice D. Asemissen
L - 9772
R - 6059030
Section: Old Oregon Trail
Highway: Wallowa Lake
County: Union
State's Offer: $5,775
Settlement: $7,500
Justification: Defendants accepted the state's 30 Day offer.
State's Attorney: Robert A. Petersen

State v. Stroemple
L - 9663
R - 6047034
Section: Murray Blvd/Fanno Creek
Highway: Scholls
County: Washington
State's Offer: $250
Def's Answer: $65,000
Settlement: $22,890
Justification: State's fee appraiser, Don Palmer, determined that the per square foot value that was used in determining the settlement amount was far less than defendant's appraiser.
State's Attorney: Luther L. Jensen

P

3/17/92

Report of Trial

State v. Polizos & Fayjim
L - 9612
R - 58309

Section:	Union/Grand Viaduct-SE River Rd
Highway:	Pacific Hwy. East
County:	Multnomah
State's Offer:	$65,000
Def's Answer:	$264,000
Verdict:	$50,000
Trial Report:	Jury agreed with state's appraiser. State amended and reduced easements thereby reducing the appraisal from $58,000 to $50,000, jury's verdict.
State's Attorney:	Luther L. Jensen

JTT035CC/RW/DTB/cr

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
Q	3/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

FEBRUARY 15,1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On February 15, 1992 $10,122,435.32 was distributed to the counties as their share of motor vehicle revenues for the month of January, 1991.

On February 15, 1992 $6,422,907.49 was distributed to the cities for the month of January, 1991.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of February, 1992.

R. Douglass R Goldbach

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION MEETING

APRIL 23, 1992

The Oregon Transportation Commission held its regular monthly meeting at 8:30 a.m., April 23, 1992, in Hearing Room C, State Capitol Building, Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Donald E. Forbes, Director of Transportation
Judy Gregory, Manager, Human Resource and Organizational Development
John Rist, Interim Manager, Community and Governmental Relations
Tony Lewis, Manager, Financial Services
William Anhorn, Deputy Director and State Highway Engineer
Jane Cease, Manager, Driver and Motor Vehicle Services
Paul Meyerhoff, Manager, Transportation Development
Dennis Moore, Administrator, Public Transit
Ed Marges, Interim Administrator, Traffic Safety
Fran Neavoll, Commission Services

There were other staff persons present.

Commissioner Ford moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission.

1) Minutes of the March 17, 1992, meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2846 in Commission's files, Salem.)

3) Adopted the revised Attorney General's Administrative Law Manual and Uniform and Model Rules of Procedure effective November 4, 1991, by amending OAR 731-01-005(1) and (2), OAR 732-01-005(1) and (2), OAR 734-01-005(1) and (2), OAR 738-01-005(1) and (2), and OAR 738-20-045. (See Administrative Rule No. 375 in Commission's files, Salem.)

(Continued on next page)

4) Continued support for the Transportation Research Board's Research correlation Service at a cost of $58,370 from July 1, 1992, to June 30, 1993. (Authorized State Highway Engineer to sign annual agreement.)

5) Exchanged Federal Aid Secondary County funds for State funds to correct a slide area in Columbia County. The State will reimburse the County at 85 percent not to exceed State funds in the amount of $51,000.

6) Financial aid to municipalities program grants to the following:

   A) Lake County Airport Commission in the amount of $4,500 as the Aeronautics Division's portion of a 50-50% grant for an Airport Improvement Project.

   B) Josephine County Parks Department in the amount of $500 as half of the cost of a botanical study to be performed in order for the Bureau of Land Management to transfer 70 acres of land next to Illinois Valley Airport from Federal ownership to county ownership.

   C) Port of Astoria in the amount of $4,500 to continue a study on the potential for, and the development of, a marketing plan for regular air carrier service to the Port of Astoria and surrounding area.

7) Survey map and adopted resolution for the Junction City "Y" Intersection Section, U.S. 99W-Pacific Highway West, Lane County. (Highway Corridor and Design Resolution No. 502 in Commission's files, Salem.)

8) Abandoned an uncollectible damage claim in the amount of $11,317.28 on the Sunset Highway (Hwy. 47, Rt. 26, M.P. 68.67) in Washington County. Driver killed in accident; unable to find insurer.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Director of Transportation	Exhibit C
Manager, Human Resources Management	Exhibit D
State Highway Engineer	Exhibit E
Program Manager	Exhibit F
Traffic Engineer	Exhibit G
Right of Way Manager	Exhibit H
Office of Operations, Maintenance/Construction Manager	Exhibit I
Bridge Engineer	Exhibit J
Region 1 Engineer	Exhibit K
Region 2 Engineer	Exhibit L
Region 3 Engineer	Exhibit M
Region 5 Engineer	Exhibit N
Engineer of Materials and Research	Exhibit O
Transportation Permit Unit Supervisor	Exhibit P
Manager, Driver and Motor Vehicle Services	Exhibit Q
Assistant Attorney General	Exhibit R
Highway Controller	Exhibit S
Assistant Director for Finance	Exhibit T

The Commission confirmed their next meeting dates of May 20 (tour and dinner) and May 21 (formal meeting) in Baker City. Mr. Rist outlined a tentative itinerary for their activities in Baker City, which included a bicycle ride in observance of Bike Commute Week. The Commission agreed to a 30-minute bicycle ride through downtown Baker City.

The Commission tentatively set June 16, 1992, in Salem for their following meeting.

Mr. Forbes announced the appointments of Don Wagner as Region 3 Engineer replacing Jim Gix and Tom Lulay, Technical Services Managing Engineer, replacing Duane Christensen. Both are retiring on May 31.

Mr. Forbes updated the Commission on staffing. He told the Commission that Governor Roberts' strategy of dealing with Measure 5 by cutting 220 positions will be met. He said there is a need for new positions to support the enlarged Federal Transportation Bill (ISTEA) and the Governor approved the staffing of 180 additional line employees over the period of time of this Act.

Mr. Forbes mentioned that Financial World Magazine has rated Oregon sixth in the nation for State Government efficiency. He said the business magazine specifically mentioned the Department of Transportation's leadership and gave Oregon State Government an E for Effort Award for its use of performance measurement methods to assess the quality of services provided to the public.

Judy Gregory requested approval to amend the Highway, Central Services and the Parks Department contracts with Kelly Services to provide temporary services through June 30, 1992, in the amount of $140,000. She explained that the amendments to the contract are necessary to meet projected temporary service needs for the balance of this contract year. She noted that Vice Chairman Whitty had approved a $50,000 extension on March 23, 1992. She explained that the Parks and Recreation Department will pay for these services out of its own budget limitation. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously approving these supplemental contracts. The Commission also authorized the State Highway Engineer and Director to sign the necessary supplements.

Dinah Van Der Hyde recalled at the last meeting she advised the Commission she would return with the Special Transportation Grants to local agencies and transit districts that provide transportation services for Oregon's elderly and disabled citizens. These grants will contribute toward planning, demonstration, operating, or capital purchases using money from cigarette taxes funding the Special Transportation Fund Discretionary Account and from the Urban Mass Transportation Act. An evaluation panel reviewed these projects according to the standards and criteria. She presented 46 requests for their consideration and recommended that a commitment be made to support these projects using cigarette tax revenues and Federal Funds totalling $1.9 million. Vice Chairman Whitty moved that the projects be approved. The motion carried unanimously and the Commission granted authority for Public Transit to enter into and sign agreements with local governing bodies and nonprofit providers to undertake the following projects:

(Projects on next page)

1992 SPECIAL TRANSPORTATION GRANTS

GOVERNING BODY	PROVIDER/REQUESTER	AMOUNT	COMMENTS
BAKER	Help, Incorporated	39,900	Small Bus
BENTON	Benton County	8,270	Planning
	Assn. for Retarded Citizens	25,600	Modified mini van
	Open Door	25,600	Modified mini van
CLATSOP	City of Astoria	33,600	Small bus
	City of Cannon Beach	27,200	Modified van
COLUMBIA	Columbia County	26,554	Operating
DESCHUTES	Des. County Mental Health	59,615	Demonstration
	Central OR Counc. on Aging	84,000	2 small buses
	Opp. Found. of Central OR	29,400	Modified van
DOUGLAS	Douglas Co. Spec. Trans.	91,920	3 modified vans
	City of Winston	8,468	Demonstration
GRANT	Grant Co. Transit District	78,165	Bus Garage
JOSEPHINE	Comm. Serv. Support League	25,600	Modified van
LINCOLN	Lincoln County	111,336	Demonstration
	Lincoln Co. Counc. on Aging	58,800	2 modified vans
	Lincoln County	19,400	Planning
LINN	Sweet Home Senior Center	50,000	Operating
	City of Albany	18,075	Modified van
TILLAMOOK	Marie Mills Center	27,632	Modified van
UMATILLA	City of Milton-Freewater	23,644	Operating
	Conf. Tribes Neigh. Center	27,233	Modified van
UNION	Union County	24,000	Operating
	Union County	30,400	Modified van
	Union County	20,000	Demonstration
WALLOWA	Help, Incorporated	2,520	Wheelchair lift
	Wallowa Interfaith Care	264	CB Radios
WASCO	Senior Citizens Bus Service	26,000	Small bus
YAMHILL	Mid-Valley Workshop	31,080	Modified van
BASIN TRANSIT	Klamath Basin Seniors	29,400	Modified mini van
DISTRICT	Basin Transit System	31,080	Modified mini van
LANE TRANSIT	Lane Council of Governments	84,588	2 small buses
DISTRICT	South Lane Wheels	26,335	Modified mini van
	Lane Council of Governments	51,280	Demonstration
ROGUE VALLEY	City of Ashland	32,616	Small bus
TRANSIT DISTRICT	Rogue Valley Transit District	27,042	Modified mini van
SALEM AREA MASS	Shangri La	57,368	2 Modified vans
DISTRICT	OR Housing & Assoc. Services	94,169	2 Small buses
	Ron Wilson Center	25,600	Small bus
	OR Housing & Assoc. Services	12,000	Demonstration
TRI-MET	Tri-Met	153,646	3 small bus
	Tri-Met	50,000	Planning
	Volunteer Transportation	40,000	Operating
	Tri-Met Volunteer Transpor.	72,000	Planning
	Tri-Met Service Expansion	33,600	Operating
	Statewide Training	45,000	Demonstration
TOTAL STG AWARDS:		$1,900,000	

Mr. Meyerhoff requested authority to pass through $175,000 of Federal Funds to the Metropolitan Service District to update the Metro Transportation Model. This request, he said, would amend the Department's Fiscal Year 1992 planning agreement with the Metropolitan Service District allowing the use of $101,200 Federal Highway Funds to be expended this fiscal year. He explained that the Federal Highway Administration has identified the $175,000 to support the model development task associated with the 1000 Friends of Oregon's Land Use, Transportation, Air Quality Study.

Chairman Hollern inquired of Mr. Bartholomew and Mr. Cotugno about timing and asked for their assessment of the likelihood of success of this study.

Keith Bartholomew, 1,000 Friends of Oregon, said the study would be done on time and an alternative would be identified by the consultant team. He commented this would be done by the end of June in order to meet the environmental impact statement deadline for the Westside Bypass.

Andy Cotugno, Transportation Director for METRO, said upgrading the Metro Transportation Model will benefit the planning in the metropolitan area for a long time and not just for this specific project. He felt the success of the project will be in two parts: 1) The information received will be able to take into account how the urban environment affects people's willingness to take transit; and 2) the linkage of land use and transportation forecasting.

Vice Chairman Whitty moved for approval of the request to use $175,000 for Fiscal Years 1992 and 1993. The motion carried unanimously and the Commission authorized the State Highway Engineer or Paul Meyerhoff to sign the necessary agreement.

Mr. Meyerhoff requested approval of a final draft of the 1992 Oregon Bicycle Plan (revised 1988 Oregon Bicycle Master Plan). Dick Unrein explained that this Plan will be adopted as a bicycle modal plan under the Oregon Transportation Plan. It contains policies and guidelines pertaining to the planning, design, financing, operation, and maintenance of bicycle facilities. This modal system plan draft also includes a required addendum, "Findings of Compliance with the Statewide Planning Goals", which was prepared in consultation with the Planning Section. He said that a public meeting was held on February 24, 1992, to receive oral and written comments on the Plan. The final draft is recommended for approval by the Oregon Bicycle Advisory Committee.

Mr. Unrein said the Portland area would like a new allocation of bicycle funds to help implement transportation planning. The Bicycle Advisory Committee indicated they would like to study this proposal to make sure it is fair and equitable. He indicated it is possible there may be a recommendation to allocate the funds specifically to metropolitan areas. He recommended proceeding on adopting the Plan, and if the Committee requested a change, an amendment to the Plan could be presented.

(Continued on next page)

Commissioner Ford moved for approval of the Plan. The motion carried unanimously by the Commission. (Copy of the 1992 Oregon Bicycle Plan in Commission's files, Salem.)

Tony Lewis presented the first quarterly operational review. He said the purpose is as follows:

1) To provide a status report and measurable performance evaluation against key expectations;

2) To provide an informational update on trends in basic business indicators that drive future decisions; and

3) To solicit guidance to help improve future performance.

By use of an overhead projector, Mr. Lewis' report consisted of the following:

1) Staffing trends and analysis (ODOT authorized and budgeted position overview).

   There was discussion regarding the double filling of positions.

2) Overview of revenues, expenses and cash position.

   There was discussion on the cash balance and bonding.

3) Revenue trends and analysis.

4) Expenditure trends and analysis.

5) Capital markets and debt management.

6) Performance measurement. (This was not discussed but written information was presented to the Commission.)

   (Written copy in Commission's files, Salem.)

Mr. Forbes said performance measures would be discussed at a future quarterly report.

At the request of Mr. Anhorn, Vice Chairman Whitty moved and the motion carried unanimously by the Commission increasing the project authorizations on the following contracts:

1) Contract No. 11,061, Nestucca River (Condor) Bridge Section, Oregon Coast Highway, Tillamook County, in the amount of $138,000 (8.84 percent increase).

2) Contract No. 11,129, Crater Lake Boundary-Fort Klamath Section, Crater Lake Highway, Klamath County, in the amount of $496,961 (10.1 percent increase).

Mr. Anhorn requested approval of an agreement with the City of Coos Bay, in cooperation with Wal-Mart Corp., to construct a new entrance to Southwestern Oregon Community College and the Wal-Mart Development and to move an existing signal on the Cape Arago Highway, Coos County. The cost to the Department would be $210,000. He explained this agreement would allow elimination of approximately $500,000 on the project in the future. Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission approving the agreement and the State Highway Engineer was authorized to sign the agreement.

Mr. Anhorn requested approval to expend $375,000 from a Federal Highway Administration grant to perform a study of a Traffic Management System, Region 1 Freeway Management Program, in Multnomah, Washington, and Clackamas Counties. He also requested authority to proceed with negotiating a personal service contract for engineering services in the amount of $375,000 to cover this project. Walt Bartel, Region 1, explained this study would cover surveillance, control, and driver information on the State Highway System, as well as arterials and significant surface streets within highway corridors. The system would link State, county, and local municipal agencies and reduce or eliminate duplicity and transfer of problems associated with traffic congestion. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the contract.

Mr. Anhorn requested authority to add the Cazadero Slide Correction Project on the Clackamas Highway in Clackamas County (M.P. 27.95-M.P. 28.05) to the Construction Section of the 1991-96 Highway Improvement Program. The total estimated cost is $4.4 million. He said the slide occurred on January 3, 1992, after an extended period of heavy rainfall saturated the embankment and created new underground springs in the area. Without the necessary repairs, the other two lanes could be lost this summer. Walt Bartel, Region 1, explained there are several other sections in the area that show potential for future slides; however, those projects will be addressed through the Six-Year Program update. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission and the State Highway Engineer was authorized to sign the necessary agreement.

Lucille Kepner representing Great Western Railroad Museum in Klamath Falls appeared to request funding for the purchase of 45 miles of the Woods Line Logging Railroad plus the Sycan Shop. She felt this should be saved from demolition as it is the last complete logging railroad in the United States. She explained the estimated cost would be $1.2 million and she felt that enhancement funds could be used. She said the Great Western Railroad Museum would then launch a two-year funding drive to repay the Department. She commented that bids will be opened to sell the Railroad in June. She handed the Commission a map of the area and documentation concerning its historic significance. (Copy in Commission's files, Salem.) Chairman Hollern thanked her for appearing.

Chairman Hollern recessed the meeting at 10 a.m., and reconvened the meeting at 10:15 a.m., to discuss the 1993 legislative concepts.

John Rist commented that the Commission had been mailed copies of the 1993 legislative concepts as recommended by the Management Team. He said there are three concepts on the list that the Management Team recommended deleting. (See list of concepts in Commission's files, Salem.)

Chairman Hollern questioned the data submitted on the studded tire fee concept. Mr. Anhorn indicated this information is from studies done in the late 1970s. Chairman Hollern agreed to presenting the concept, subject to current and supportive data.

Upon Vice Chairman Whitty's inquiry, there was a discussion on the concept involving the reinstatement of exceeding Federal Speed Convictions in DMV Safety Programs.

Chairman Hollern stated, if the transportation fund "placeholder proposal" is listed as a legislative concept, (which could lead to a proposed constitutional amendment to open up the gas/weight-mile tax for other transportation uses) that it be clear it is not an indication of present intent of the Commission. He said it is the Commission's intent to consider funding of the Transportation Plan this Fall. He clarified the Commission is not taking a position at this time and the concept is being listed as a possible option.

The Commission concurred with Management Team to delete the three concepts shown on the list mailed to them earlier.

Mr. Rist concluded by saying the legislative concepts would be filed with the Executive Department by May 1 and the Governor would decide by June 1 which concepts she will send to Legislative Counsel for drafting.

(Continued on next page)

The Commission approved forwarding the following concepts to the Executive Department as shown below:

1993

ODOT LEGISLATIVE PROPOSALS

PRE-SESSION FILING BY ODOT

Proposal Number	Proposal Description	Fiscal Impact on ODOT Revenue	Expenditures	FTE
COMPLY WITH FEDERAL LAW:				
734-9	Remove the "Unladen Requirement	0	0	
735-25	Violation of Out-of-Service Orders	Unknown	Unknown	
735-26	Federal Odometers	None Expected	None Expected	
735-27	Federal Drug Legislation	Unknown	Unknown	
REVENUE OR COST SAVINGS:				
731-2	Gas Tax Increase	Increase	0	
731-3	Bonding	Increase	0	
731-4	Motor Vehicle Fee Increase	Increase	0	
802-7	Aviation Gas Tax Increase	$151,000	$151,000	
802-8	Jet Fuel Tax Increase	$955,000	$955,000	
734-10	Studded Tire Fee	$3.5 million	None Ind.	
734-12	Attorney Fee Awards in Condemnation Cases	No change	$520,000/ yr.sav.	
732-24	Special Transportation	-$35,200(GF) +$35,200(OF)	0	
735-29	Eliminate Mobile Homes	($430,000)ODOT ($104,000)Parks	($174,000)	(3)
735-32	Optional Titling	Unable to deter.	($650,000)	(12)
735-33	Waive Drive Tests	0	($125,000)	(2)
CORRECTS EXISTING PROBLEM(S):				
735-34	Fleets/PUC Forms	>$5,000 decrease	Minor increase	
735-36	Trip Permits	Unable to deter.	($540,000)	
735-39	Allow hardship privileges to non-resident drivers suspended in OR	0	$1,264	
TRAFFIC SAFETY ISSUES:				
737-20	410 Incentive Compliance	$3,500,000	$3,500,000	4
737-21	Allocate Measure 1 Funds	None	None	
735-40	Non-Resident Violator's Compact	Negligible	None	Unk.

(Continued on next page)

Proposal Number	Proposal Description	Fiscal Impact on ODOT Revenue	Expenditures	FTE
EFFICIENCY MEASURES:				
731-1	ODOT Reorganization	None	None	
802-6	Aviation Reg. Simplification	Unknown	Unknown	
735-43	Info. Systems Strategic Plan	Unknown	Unknown	
735-44	Accept credit & debit card customer fee payments	0	0	
"PLACE HOLDER" PROPOSAL:				
731-5	Transportation Fund	0	0	
732-23	Public Transit Finances	Unknown	Unknown	
ODOT SUPPORTS BUT PRE-SESSION FILED BY SOME OTHER GROUP:				
734-15	Exemptions form Weight Limitations	0	0	
734-16	Remove Wheelbase Category	0	0	
737-17	Implied Consent Extension	None	None	
737-18	DUII Vehicle Confiscation	$140,000	$140,000	0.5
737-19	DWS Vehicle Boots	$260,000	$260,000	0.5
732-22	Fixed Guideway Safety	$6,000	$6,000	
735-28	Graphic Replacement Plates/Custom Plate Replace	$14,000	None	
735-30	Clearing Title	$105,000	>$20,000 incr./ yr.sav. ($400,000)	(7)
735-31	Registration Renewal	None	To be deter.	
735-35	Security Interest Perfection	To be deter.	None	
735-37	Consignments	None	None	
735-38	Wreckers	None		
735-41	Reinstate use of Exceed Fed.Speed Convictions in DMV Safety Programs	$185,818 inc/bien	$60,000 inc	2
735-42	Just Cause	None Indicated	$20,000/bien	

POSSIBLE JOINT SPONSORSHIP:

- PUC/AXLE TAX (expand the weight-mile axle tax to include vehicles with a combined weight between 26,001 and 80,000 pounds) Support contingent upon Oregon Truckers Association Board of Directors approval.

Chairman Hollern recessed the meeting at 10:35 a.m., and he reconvened the meeting at 10:45 a.m. for discussion of the proposed 1993-1998 Transportation Improvement Program.

Mr. Forbes began by outlining an approach for developing the Program as shown below. He asked for the Commission's concurrence on the concept and then the staff would develop the specifics.

1) Balance the program to available revenues or overprogram.

2) Affirm region equity on total highway funds basis.

3) Take advantage of flexibility in the Federal Act (ISTEA).

   a) 4 years firm - 2 years flexible (substitute on defined criteria).
   b) New programs in the Federal Act (ISTEA).

      1) Air Quality/congestion management
      2) Enhancements: Bike/pedestrian/commuter, wetlands banking, historic/cultural
      3) Surface Transportation Program
      4) Bridge program

4) Define criteria and respond to the programs. Stakeholders will assist in defining criteria.

5) Commission adopt as policies.

The Commission agreed with this concept.

Cam Gilmour stated that the Commission had been mailed the Preliminary 1993-1998 Transportation Improvement Program dated January 1992, which showed changes as recommended by the Regions and Divisions after completing the public meetings. He handed the Commission the Proposed Transportation Improvement Program dated May 1992, which will be circulated for final public review. (Copies of both documents in Commission's files, Salem.)

Mr. Gilmour commented that the changes in the Proposed Program show a revised transit capital allocation method. He said the funds available for vehicle replacement will be allocated to local jurisdictions and specific projects will be identified through a process of local prioritization. He indicated that the Highway portion of the Proposed Program has been revised to be consistent with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Program has been balanced to the Federal revenue and adjusted to new funding categories. He discussed the following charts: Comparison of Current to Proposed Program (Contract Volume), Highway Development Section, Comparison of Region Needs and Program Volume Versus Use Measures. (Copies in Commission's files, Salem.)

Mr. Gilmour outlined the following assumptions used to develop the Proposed Program:

- Current commitments will be met first
- Regional equity will be maintained
- All Federal Funds will be obligated annually
- State Fund balance will begin at 0
- Minimum State Fund balance maintained
- Bond for the Sunset Corridor
  - $100,000,000 total over 6 years
  - Repay with new State revenue
- Discretionary program will not affect future appropriations
  - One grant per year, 6-year total = $225,700,000
- Surface Transportation Program allocation formula
  - Local governments receive 10% increase
- Highway Bridge Replacement Funds
  - 30% reserved for local governments

Mr. Gilmour said the staff is recommending that the Development Section of the Program be reduced 50 percent. There was discussion whether each Region should share equally in the 50 percent reduction. Region 1 Engineer Don Adams said he was not sure that was a fair and equitable way to approach this reduction. If this scenario was used, large projects, such as the Sunrise Corridor Project, the Mt. Hood Project, or the Greeley-Banfield would not proceed. He felt it is possible to do some reduction but not at the 50 percent level. Chairman Hollern asked the Region Engineers if it was logical to reduce the overall size of the Development Program by 50 percent. The Region Engineers appeared to agree. The staff was instructed by the Commission to reduce the Development Section by 50 percent, negotiate with the Region Engineers on which projects would be eliminated, and identify the specific projects in the Program so the public could comment on this change at the June Commission meeting. Vice Chairman Whitty suggested including a statement in the beginning of the Development Section that substantial reductions are being proposed.

Mr. Gilmour commented flexibility has been built into the process of the Program that allows for substitutions to occur. He stated the projects in the first three or four years of the Program are firm and the projects for the remaining two years are more flexible.

Mr. Gilmour said the staff recommendation is for the Commission to approve the Proposed Program as amended, including the 50 percent reduction in the Development Section, commit to bonding for the Sunset Corridor, pursue additional State revenue, and pursue formation of committees to assist with the project selection of the enhancement program. Chairman Hollern made the following comments concerning those recommendations. He said to commit bonding for the Sunset Corridor would require additional authority from the Legislature and the revenue increase may change pending the completion of the Roads Finance Study and the Transportation Plan funding process. Vice Chairman Whitty urged that the formation of the committees have a broad balance so that the general public has the opportunity for input. Chairman Hollern said the Commission would defer action until after the presentations by the delegations.

Howard Wilson from Manzanita spoke in support of the Neahkahnie Mountain-Manzanita Junction Passing Lane Project in Tillamook County. He indicated that there appears to be more support for the project than opposition. He said petitions are being circulated and at the present time over 500 names have been collected supporting the project. Chairman Hollern said this project was in the Program for construction in 1993 at an estimated $6 million; however, after public meetings the staff recommended moving the project to the list of projects considered. Region 2 Engineer Ken Husby stated that the City of Manzanita did not support the project in that form and the recommendation to remove the project was based on the lack of local elected support. He suggested completing the corridor study, which will allow two years of work, and review the project at the next update. The Commission concurred with Mr. Husby's recommendation.

Andy Cotugno, METRO, commented on four areas of funding categories in the Six-Year Program, which is summarized as follows:

1) Flexibility: He asked for the opportunity to incorporate substitutes for certain projects.

2) Transportation Enhancement Funds: He provided the Commission with an excerpt from the 1991 ISTEA explaining this funding category and the Congestion/Mitigation Air Quality Funds. (Copy in Commission's files, Salem.) He said a process has been started to solicit suggestions on how to allocate the funding. He handed the Commission a list of suggestions for enhancement projects. (List in Commission's files, Salem.) He said an evaluation and prioritization of the projects will be made. He was concerned as to when the funds would be committed. Chairman Hollern indicated it was their intent that two years from now a prioritized category of enhancement projects would be available. Mr. Forbes indicated this would allow the time needed to develop the criteria. Mr. Cotugno felt leaving 93% of uncommitted funding was a sound decision.

(Continued on next page)

3) Congestion/Mitigation Air Quality Funds: He handed the Commission two handouts entitled Mission Statement, Governor's Task Force on Motor Vehicle Emission Reductions in the Portland Area and Congestion/Mitigation Air Quality Program, Portland Area Proposals. (Copies in Commission's files, Salem.) He pointed out the intent of this funding was to help comply with the Clean Air Act to reduce vehicle emissions. He said the projects selected should affect the whole transportation system and not just the State Highway System. He stated an evaluation and prioritization of the projects will be made.

4) Bridge Funds: He recommended that this funding be considered on the basis of the need for the bridge, irrespective of jurisdiction. He specifically mentioned his concern for funding the Willamette River Bridge Projects. He said this was an unsolved issue.

Senator Joan Dukes reported that the Senate Interim Committee on Transportation voted on a motion submitted by Senator Timms to have the Commission reconsider the designation of Highway 20, instead of Highway 26, as an Access Oregon Highway. She asked the Commission to consider adding US20 to the Access Oregon Highways Program or take another look to see if it would be better to designate US20 instead of US26. She said the Committee would prefer the adding of US20 rather than removing US26 for US20. Chairman Hollern said the Commission has asked that Highway 20 be added to the National Highway System.

Vice Chairman Whitty mentioned it would be helpful if Commissioners Bolender and Breezley were present when a decision was made. The Commission deferred action on the request. Chairman Hollern instructed the staff to make a presentation on the background of the issue at the May Commission meeting, following which there will be an opportunity for proponents and opponents to make a presentation.

Meeky Blizzard, Sensible Transportation Options for People, stressed the need for increased flexibility in connection with the Six-Year Transportation Program. She said the 1991 ISTEA legislation has created a new environment and requires new thinking. She felt flexibility has to start earlier than right of way and design. She handed the Commission an article from the Wall Street Journal, which stated that New Jersey had canceled $1.2 billion in new highway projects and doubled the state's investments in mass transit. (Copy of article in Commission's files, Salem.) She felt Oregon needs to be looking at this same approach. She said the enhancement funds need to be used for bicycles and pedestrians; and these projects have not appeared to any degree in transportation plans before.

Representatives from the Local Officials Advisory Committee consisting of Ed Lindquist, Joe Strahl, and Jim Blair were present to make recommendations for distributing local governments Surface Transportation Program Funds that are a part of the Intermodal Surface Transportation Efficiency Act of 1991.

Ed Lindquist presented a resolution from the Committee, which contained the following recommendations for the distribution of apportioned Surface Transportation Funds (STP) and funds transferred to STP to local governments under 200,000 population:

Adopt, in principle, Option #1 under Issue #2 of the March 13, 1992 memo prepared by ODOT's Office of Governmental Relations titled "ISTEA Issues and Recommendations" as described below:

a) Provide increases proportionate to the increase in the total apportioned ISTEA Title I funding to each entity or Metropolitan Planning Organization (MPO) representing an urbanized area under 200,000 population. The amount of increase will vary from year to year with Federal Fiscal Year 1991 being the base year. The first year increase will be 47.6 percent.

b) Distribute STP funds in a manner consistent with the old FAS and FAU programs.

c) Continue provisions of current agreements with the Association of Oregon Counties (AOC) and the League of Oregon Cities (LOC) wherein the State contributes 50 percent of the local match for Federally-funded highway projects.

d) Continue provisions of current agreements with the AOC and LOC to allow local entities the option of exchanging Federal dollars for State dollars.

e) Revise provisions of current agreements with the AOC and LOC to exchange Federal dollars for State dollars on a reimbursable "cash flow" basis at a 94 percent exchange rate. The 94 percent exchange rate reflects a consideration of the State's local share contribution.

f) Transfer the existing FAS and FAU balances to the STP for each entity.

(Continued on next page)

g) ODOT adopt the Program Efficiency Provisions of ISTEA applicable to non-NHS and low cost-NHS projects. Under these provisions, the State may request that the Secretary of Transportation no longer approve plans, specifications, and estimates. LOAC believes this would assist ODOT and local governments in getting projects to contract in an expeditious manner.

Mr. Lindquist said the recommendations are for an interim program until the Roads Finance Study recommendations are implemented. A different formula and agreement may be adopted as part of the Roads Finance Study. (Copy of resolution in Commission's files, Salem.)

Mr. Forbes suggested that the staff work with LOAC and the Metropolitan Planning Organizations on this proposal and come back at a future meeting with a recommendation. Vice Chairman Whitty asked that the report contain dollar amounts and projects that would have to be removed from the Six-Year Program, if this increased allocation to local governments is approved.

Tom Walsh, General Manager of Tri-Met, gave a brief report on the Westside Light Rail Project. He presented a briefing book and one-page summary on the funding of the project. (Copies in Commission's files, Salem.) He said the project remains at the $944 million budget and the design is proceeding. As a result of the flexibility contained in ISTEA, he discussed a different way of handling the funding of the extension from 185th to Hillsboro. He explained to accelerate the Hillsboro project, the recommended option would take advantage of a new provision in the ISTEA allowing projects having no greater than one-third FTA Section 3 Funds to advance independent of the "one-corridor-at-a-time" policy. He discussed the following funding tabulation:

WESTSIDE CORRIDOR LIGHT RAIL PROJECT RESOURCES SUMMARY

SOURCE	March 1991	April 1992		
SW 185th to Hillsboro (1991: 75/25% ;1992: 33%)				
FTA	$146			$67
REGION	$24			$67
		State STP	22	
		Regional STP	22	
		Tri-Met Section 9	22	
STATE	$24			$67
		State Bonds	25	
		G.O. Bonds	30	
		Interest/Compact	12	
Portland to SW 185th (75% / 25%)				
FTA	$536			$563
STATE	$89			$90
REGION	$89			$90
Related Project Resources	$35			
TOTAL	$944			$944

All amounts in millions, totals may not add due to rounding

Mr. Walsh said this proposal would mean an increase in State commitment of STP funds in the amount of $22 million. He said he would leave this proposal as a concept and return in June for a decision. In response to Vice Chairman Whitty's question, Mr. Forbes said Region 1 projects in the Six-Year Program would have to be delayed in order to fund the $22 million increase.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 12:35 p.m.

At 12:30 p.m., the Commission had lunch in the Blue Room of the State Capitol Building. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Present were: Commissioners Hollern, Whitty, and Ford; Don Forbes, Bill Anhorn, Paul Meyerhoff, John Rist, and Fran Neavoll.

During lunch, there was an informal discussion by the Commission and staff on the following issues:

a) General discussion on the Six-Year Program, such as Ferry Street Bridge in Eugene and the equity among Regions.

b) Toll roads.

There were no decisions made and the luncheon concluded at 1:15 p.m.

At 1:30 p.m., the Oregon Transportation Commission returned to 122 Transportation Building, Salem, for a meeting with the other members of the Oregon Transportation Plan Steering Committee. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman, Transportation Commission
John Whitty, Vice Chairman, Transportation Commission
Cynthia J. Ford, Member, Transportation Commission
Donald E. Forbes, Director of Transportation
Paul Meyerhoff, Manager, Transportation Development
Mark Ford, Manager, Strategic Planning Section
Dave Bishop, Manager, Transportation Plan
John Rist, Interim Manager, Community and Governmental Relations
Senator Joan Dukes
Grant County Judge Kevin Campbell
Representative Carl Hosticka
Mayor of Corvallis Charles Vars
Senator Paul Phillips
Tri-Met General Manager Tom Walsh
Fran Neavoll, Commission Services

Dave Bishop began by saying the purpose of the meeting is to review the Draft System Element that would be sent out to the public for statewide public meetings, to review the Transportation Planning Guidelines, and to hear a report on the Policy Advisory Committee recommendations on changes to the Policy Element. He reviewed the Steering Committee's schedule of meetings. (Copy in Commission's files, Salem.)

Mr. Bishop recalled the following three issues raised at the March Steering Committee meeting require a follow-up discussion at this meeting:

a) Status of statewide rail system and branchlines.
b) Impact of 1,700 population standard for intercity bus service.
c) Lower Columbia River dredging.

Paul Norris gave a report on which railroad corridors should be of interstate and statewide function and the rail line status. The report named the lines filed with the Interstate Commerce Commission for abandonment or potential abandonment within the State and lines facing lease/sale within the State. (See written report in Commission's files, Salem.) He said the staff recommendation is to retain present levels of responsibility for railroads. He continued by saying the railroad mainlines, connecting lines and branchlines providing access to statewide function marine facilities each provide an important interstate and statewide function. He closed by saying if the lines are abandoned, priority rights-of-way should be preserved for potential public use. The Committee appeared to concur with the recommendation.

Paul Norris provided information on the issue of whether the minimum city population for intercity passenger service should be 1,700 rather than 2,500. He mentioned that the minimum level of service had been changed to make it clear the incorporated city population includes cities within five miles of each other. He said the staff recommendation is as follows:

> It has been found an incorporated city population of at least 2,500 is necessary to generate adequate ridership for scheduled intercity bus service. A city with a population of 1,700 which is not on an already existing route, is better served by specialized transportation services for the elderly and disadvantaged. If possible, these services should be open to the general public.

The Committee concurred with the recommendation to retain the 2,500 population of cities, within five miles of each other. (See written report in Commission's files, Salem.)

Bob Friedenwald, Port of Portland, gave a report on the Lower Columbia River Channel Deepening and the Columbia River from Portland to the ocean. He said to keep competitive on world markets, it is necessary to stay ahead of the trend toward greater vessel size and draft through improvement to the existing 40-foot navigation channel. He said the Lower Columbia River Ports are the local sponsors of a project to deepen the Columbia River Navigation Channel. He mentioned the Ports' preferred alternative is to deepen the channel from 40 to 43 feet. He outlined the Columbia River trade district and the benefits of the Columbia River Channel Deepening. (See written document in Commission's files, Salem.)

Mark Ford discussed the Draft One Multimodal System Element document. (Copy in Commission's files, Salem.) He said the staff is recommending to the Commission that the document be approved for public review at statewide public meetings. In reviewing the document, he discussed the following maps attached to the document:

a) Map 1. Existing 1992: Illustrates the existing transportation system.

b) Map 2. 2012 Continuation of Existing Programs - Alternative 2 shows how the system would look if existing transportation programs at State and local levels were continued without any change in emphasis or major funding enhancements.

c) Map 3. Minimum Levels of Service-Plus Preferred Transportation System - Alternative 3 shows how the transportation system would look with full implementation of this plan in Year 2012.

d) Map 4. Long-Range Transportation Possibilities illustrates a number of possible future developments worthy of discussion. Possible developments shown on the maps were:

    1) High-speed rail service in the Willamette Valley.

    2) Intermodal freight airport at Klamath Falls.

    3) New International Airport in Willamette Valley.

    4) The Valley interurban rail service.

    5) Tourism highway between Grants Pass/Medford and Gold Beach.

Chairman Hollern questioned the statement in the introduction portion of the document that Oregon's population is projected to increase only to 4.0 million in 2030. Mr. Ford said he would recheck those figures.

Mr. Ford briefly reviewed the document with the Commission, which contained the goals, the role of the Multimodal System Element, the alternatives, the preferred plan, background, forecasts, alternative approaches, the preferred transportation plan, minimum levels of service, and modal and regional transportation planning and performance requirements.

Mr. Ford mentioned two issues that have come out of the planning process:

1) Most or all of the improvements in the plan are not necessary to achieve the air quality goals; and

2) The Preferred Plan was intended to achieve the 20% per capita reduction in vehicle miles traveled in metropolitan areas. This was an assumed basic goal of the plan; however, that reduction might not be achieved.

Mayor Vars felt there was a lack of reference regarding the minimum levels of service on the interstate system. Mark Ford said that would be included by referencing the Highway Plan.

Mayor Vars discussed the sentence on page 20 in the document as follows: The State should act to increase its user fees and fund additional transportation investments within the areas of State responsibility. These include intercity, interstate, and international connections for all modes. Mayor Vars felt that the intra-urban mobility issue should be included.

It was also suggested that on page 12 of the document under Eco-Catastrophe the events should be listed in order of highest probability or the greatest impact.

There was discussion concerning the wordage "Congestion fees should be used to reduce VMT in metropolitan areas" on page 17 and on page 12 the wordage under "Super Growth".

Mayor Vars suggested that the plan for 2012 should have a clear connection between the addition to the system proposed and the rural economic opportunities.

Arlee Reno discussed the following written documents in order to achieve the VMT reduction goal consistent with the transportation planning goal: Estimates Made to Achieve 10 Percent Per Capita VMT Reduction, 2012 VMT Reduction Actions to Price Travel, and Pricing Level Considerations. (Copies in Commission's files, Salem.)

Arlee Reno was requested to call Senator Phillips to answer his concerns on the Evaluation of Sketch Plans, page 16 of the document.

Mayor Vars suggested that 15 cents per mile equivalence to the $1200 figure included on page 17 may be a way of orienting people to make it more understandable.

Mark Ford said there could be a sentence added on page 17 to take care of Judge Campbell's concern on minimum levels of service and what that does for rural development.

There was considerable discussion on potential increases in transit ridership. Mark Ford suggested that Tom Walsh, Arlee Reno, and the staff work together for consistency with the Plan.

Mayor Vars suggested editing a paragraph on page 19 entitled Preferred Transportation Plan Implementation to help the reader understand congestion pricing and the impact of user fees on use of the system.

Dave Bishop referred to page 31 in the document that was entitled Modal and Regional Transportation Planning and Performance Requirements. He reviewed with the Committee two documents entitled "Transportation Planning and Performance Requirements for State, Regional and Local Governments". One was a one-page summary and the other was a 12-page discussion paper. (Both documents in Commission's files, Salem.) He asked the Committee which document they preferred on page 31. The Committee agreed to include the one-page summary in the Plan for public review, but have the larger discussion paper available as a separate document. Mayor Vars suggested that the explanation of the italics be moved to the front of the document.

Mark Ford commented that the Transportation Plan Finance Committee is studying three different options on how to fund the Transportation Plan as follows:

1) If there is no constitutional amendment;

2) If there is a limited constitutional amendment; and

3) If the constitutional amendment is approved to allow for an open transportation fund.

Mr. Ford said the Finance Committee will attempt to identify appropriate revenue resources for adopting in November.

Following Vice Chairman Whitty's motion, the Committee approved the release of the Draft Multimodal System Element for public review, subject to the necessary changes discussed.

Due to timing, Mr. Bishop said there would not be an oral report by Benkendorf Associates. A copy of the Report on Policy Advisory Committee Recommendations was handed the Committee. (Copy in Commission's files, Salem.)

Mr. Bishop handed the Committee a Draft Oregon Transportation Plan Policy Element Committee Draft Two with Commentary and said this document would be discussed at their May meeting. (Copy in Commission's files, Salem.)

The meeting adjourned at 3:45 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Member

Cynthia J. Ford, Member

Commission Services

Roger L. Breezley, Member

EXHIBIT A

MINUTES OF 4/23/92

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - MT. HOOD HWY. @ MULTORPOR DRIVE UNDERCROSSING SECTION

County: Clackamas
Type of Work: Protective Fencing
Highway: MT HOOD (US-26)
F.A. No. State Operations

No. of Bidders: 5
Contract No.: 11140

Low: Coral Construction Company, Wilsonville, OR	$13,752.00
2nd: Town & Country Fence Co. of Oregon, Clackamas, OR	$21,157.60
3rd: 2G Construction, Eugene, OR	$25,408.00

Engineer's Recommendation: Award to low responsive bidder.

#2 - I-205 AT OTTY ROAD UNDERCROSSING SECTION

County: Clackamas
Type of Work: Protective Fencing
Highway: E PORTLAND FWY (I-205)
F.A. No. State Operations

No. of Bidders: 7
Contract No.: 10141

Low: Town & Country Fence Co. of Oregon, Clackamas, OR	$41,087.45
2nd: Coral Construction Company, Wilsonville, OR	$44,407.00
3rd: Berning Construction Co., Wilsonville, OR	$45,226.00

Engineer's Recommendation: Award to low responsive bidder.

#3 - LA GRANDE ROCK PRODUCTION

County: Union
Type of Work: Rock Production
Highway: OLD OREGON TRAIL (I-84)
F.A. No. State Rock Production

No. of Bidders: 4
Contract No.: 11142

Low: R. D. Mac, La Grande, OR	$160,825.00
2nd: Harney Rock and Paving Company, Hines, OR	$198,800.00
3rd: Seubert Excavators, Inc., Cottonwood, ID	$219,600.00

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 1-30-92

#4 - POWDER RIVER (ROCKFALL)

County: Baker — Highway: BAKER-COPPERFIELD (OR-86)
Type of Work: Guardrail and Rock Fence — F.A. No. State Operations

No. of Bidders: 12 — Contract No.: 11143

Low: Landworks Northwest, Inc., Vancouver, WA	$377,505.20
2nd: JAL Construction, Inc., Bend, OR	$387,356.10
3rd: Hodgson & Sons , Inc., North Powder, OR	$409,732.00

Engineer's Recommendation: Award to low responsive bidder.

#5 - DISTRICT 13 CHIP SEAL

County: Union — Highway: WALLOWA LAKE & WESTON-ELGIN (OR-82)
Type of Work: Chip Seal — F.A. No. State Preservation '92

No. of Bidders: 8 — Contract No.: 11144

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$345,908.00
2nd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$388,369.50
3rd: Superior Paving Company, Yakima, WA	$389,399.00

Engineer's Recommendation: Award to low responsive bidder.

#6 - SIUSLAW RIVER (DUNCAN ISLAND ROAD) BRIDGE #16937

County: Lane — Highway: DUNCAN ISLAND ROAD
Type of Work: Grading, Paving and Structure — F.A. No. BROS-2000(17)

No. of Bidders: 8 — Contract No.: 11145

Low: F. E. Ward, Inc., Vancouver, WA	$788,390.00
2nd: Batzer Construction Inc., Medford, OR	$813,476.25
3rd: Ross Bros. Construction Inc., Salem, OR	$825,972.00

Engineer's Recommendation: Pending.

#7 - PARKER, WINANT AND JOHNSON SLOUGH BRIDGES

County: Lincoln — Highway: YAQUINA BAY ROAD
Type of Work: Roadwork and Structures — F.A. No. RS-A526(2)

Project withdrawn and will be readvertised at a later date.

Approved by Chairman
Michael P. Hollern
Date 1-30-92

EXHIBIT A
MINUTES OF 4/23/92

#8 - BEAR CREEK - KEITH ROAD SECTION

County: Clackamas
Type of Work: Roadwork, Structure, and Signing
Highway: WOODBURN-ESTACADA (OR-211)
F.A. No. F-74(18)

Contract No.: 11137

No. of Bidders: 10

Low: North Santiam Paving Co., Stayton, OR	$983,742.39
2nd: Roy L. Houck Construction Company, Salem, OR	$1,017,822.14
3rd: Morse Bros., Inc., Lebanon, OR	$1,024,943.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#9 - MEACHAM - IDAHO STATE LINE

County: Umatilla
Type of Work: Signing
Highway: OLD OREGON TRAIL (I-84)
F.A. No. IR-84-6(21)238

Contract No.: 11147

No. of Bidders: 3

Low: Coral Construction Company, Wilsonville, OR	$1,160,918.00
2nd: Ross Bros. Construction Inc., Salem, OR	$1,340,845.40
3rd: Weaver Construction Co., La Grande, OR	$1,553,714.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#10 - SIX CORNERS (SHERWOOD) SECTION

County: Washington
Type of Work: Roadwork, Signing, Illumination, Signal, and Landscaping
Highway: PACIFIC WEST (OR-99W)
F.A. No. SA-1W(22)

Project postponed to February 13, 1992.

On January 30, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on January 23, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 8, and 9, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 5th day of March, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 4/23/92

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#6 - SIUSLAW RIVER (DUNCAN ISLAND ROAD) BRIDGE #16937

County: Lane — Highway: DUNCAN ISLAND ROAD
Type of Work: Grading, Paving and Structure — F.A. No. BROS-2000(17)

No. of Bidders: 8 — Contract No.: 11145

Low: F. E. Ward, Inc., Vancouver, WA	$788,390.00
2nd: Batzer Construction Inc., Medford, OR	$813,476.25
3rd: Ross Bros. & Company, Inc., Salem, OR	$825,972.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to the concurrence of FHWA and Lane County, and receipt of deposit from the County.

On February 10, 1992, I accepted the State Highway Engineer's recommendation for award of the project on which bids were received on January 23, 1992, and authorized him to sign the contract when conditions for the award have been met. On Job 6, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 5TH day of March, 1992

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 4/23/92

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - N. PORTLAND ROAD - I-5 (PORTLAND)

County: Multnomah
Highway: SWIFT NORTH MARINE DRIVE
Type of Work: Grading, Paving, Structures, Signing, Illumination, Signals, Landscaping
FAP # IX-9962(4)

No. of Bidders: 5	Contract No.: 11149
Low: Mocon Corporation, Portland, OR	$3,782,119.30
2nd: Copenhagen Utilities & Construction, Inc., Clackamas, OR	$4,064,561.30
3rd: Emery & Sons Construction, Inc., Stayton, OR	$4,368,805.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit by the City.

#2 - SIX CORNERS (SHERWOOD) SECTION

County: Washington
Highway: PACIFIC WEST (OR 99W)
Type of Work: Roadwork, Signing, Illumination, Signal, and Landscaping
State AOH Project

No. of Bidders: 10	Contract No.: 11148
Low: Morse Bros., Inc., Lebanon, OR	$3,578,236.00
2nd: Clearwater Construction Co., Tigard, OR	$3,801,322.00
3rd: Kiewit Pacific Co., Vancouver, WA	$3,852,129.50

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of Washington County and receipt of deposit by the County.

#3 - DISTRICT 12 (WESTON) ROCK PRODUCTION

County: Umatilla
Highway: WESTON-ELGIN (OR-204)
Type of Work: Rock Production
State Rock Production

No. of Bidders: 4	Contract No.: 11150
Low: Konen Rock Crushing, Inc., Dayton, WA	$104,000.00
2nd: R. J. Taggart Construction, Inc., Salem, OR	$123,400.00
3rd: Seubert Excavators, Inc., Cottonwood, ID	$141,900.00

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 2-20-92

EXHIBIT A
MINUTES OF 4/23/92

#4 - DISTRICT 14 CHIP SEALS

County: Baker
Type of Work: Chip Seal
Highway: JOHN DAY-BURNS & WHITNEY (US 395)
State Surface Preservation

Project Postponed to February 27, 1992

#5 - WILLAMETTE RIVER - RIVERSIDE DRIVE

County: Linn
Type of Work: Roadwork, Bridges, Signals, and Signing
Highway: CORVALLIS-LEBANON (OR-34)
FAP # F-21-2(30)

No. of Bidders: 2
Contract No.: 11152

Low: Morse Bros., Inc., Lebanon, OR	$1,396,428.50
2nd: Wildish Paving Company, Eugene, OR	$1,505,046.75

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#6 - JORDAN CREEK - BURNS (NORTH UNIT)

County: Malheur
Type of Work: Overlay
Highway: I.O.N. (US 95)
FAP # NH-87(6)

Project Postponed to February 27, 1992

On February 20, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on February 13, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1 and 5, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 5th day of March, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 4/23/92

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - EAST MARQUAM INTERCHANGE (NB AND BANFIELD ACCESS) SECTION

County: Multnomah
Type of Work: Roadwork, Structures, Signing, Illumination, and Landscaping

Highway: PACIFIC EAST (OR-99E)
F.A. No.I-IM-5-6(144)301

Project Postponed to March 12, 1992

#2 - TACOMA STREET INTERCHANGE SECTION

County: Clackamas
Type of Work: Roadwork, Structures, Signing, Illumination Signals,

Highway: PACIFIC EAST (OR-99E)
F.A. No. NH-26(47) & State AOH

No. of Bidders: 7

Contract No.: 11155

Low: Wildish Standard Paving Co., Eugene, OR	$7,517,748.00
2nd: Hamilton Construction Co.(Oregon), Springfield, OR	$7,799,529.30
3rd: Ross Bros. Construction Inc., Salem, OR	$7,834,411.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#3 - JORDAN CREEK - BURNS JUNCTION (NORTH UNIT) SECTION

County: Malheur
Type of Work: Overlay

Highway: I.O.N. (US-95)
F.A. No. NH-87(6)

No. of Bidders: 7

Contract No.: 11153

Low: McCafferty-Whittle Construction Company, Brush Prairie, WA	$2,195,687.00
2nd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$2,195,734.00
3rd: Angell Asphalt & Aggregate, Inc., Coos Bay, OR	$2,406,972.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 3-6-92

#4 - MORO ROCK PRODUCTION

County: Sherman
Type of Work: Rock Production

Highway: SHERMAN (US-976)
State Rock Production

No. of Bidders: 5 — Contract No.: 11156

Low: Fisher Land Co., dba Oakridge Sand & Gravel, Inc., Oakridge, OR	$56,760.00
2nd: J. Arlie Bryant, Inc., The Dalles, OR	$69,600.00
3rd: Downing Construction, Inc., Madras, OR	$70,800.00

Engineer's Recommendation: Award to low responsive bidder.

#5 - S. FORK COLD SPRINGS CREEK BRIDGE (NO. 17217) SECTION

County: Umatilla
Type of Work: Grading, Paving, Structure & Signing

Highway: PENDLETON-COLD SPRINGS (OR-37)
F.A. No. RS-189(5)

No. of Bidders: 14 — Contract No.: 11157

Low: Weaver Construction Co., La Grande, OR	$390,800.00
2nd: JAL Construction, Inc., Bend, OR	$414,215.00
3rd: Bonstan Const. Co., Inc., Clackamas, OR	$420,018.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#6 - BIG CLIFF DAM - MONGOLD (PHASE 1) SECTION

County: Marion
Type of Work: Rock Fall

Highway: NORTH SANTIAM (OR-22)
F.A. No. HES-47(31)

No. of Bidders: 6 — Contract No.: 11158

Low: Berning Construction Co., Wilsonville, OR	$428,400.00
2nd: Ross Bros. Construction Inc., Salem, OR	$450,557.60
3rd: Dennis Snyder Contractors, Clackamas, OR	$511,837.15

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 3-6-92

EXHIBIT A
MINUTES OF 4/23/92

#7 - 25TH STREEET - AIRPORT ROAD (SALEM) SECTION

County: Marion
Type of Work: Roadwork, Signing, Illumination & Signals

Highway: MISSION STREET
F.A. No. F-47(30)

Contract No.: 11159

No. of Bidders: 6

Low: Goldie Gentle Construction, Inc., Portland, OR	$619,550.00
2nd: Roy L. Houck Construction Company, Salem, OR	$643,006.25
3rd: N-B Hatch Co., Wilsonville, OR	$675,625.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#8 - JASPER STREET - MYERS LANE (MEDFORD) SECTION

County: Jackson
Type of Work: Roadwork, Structure, Signing, Signal & Illumination

Highway: STEWART AVENUE
F.A. No. M-2420(8)

Contract No.: 11160

No. of Bidders: 4

Low: LTM, Inc., dba Lininger/Tru-Mix, Inc., Medford, OR	$658,777.00
2nd: Angell Asphalt & Aggregate, Inc., Coos Bay, OR	$716,717.50
3rd: Ledford Construction Company, Medford, OR	$719,919.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Medford and receipt of deposit by the City.

#9 - FOSSIL - MP 74.00 SECTION

County: Wheeler
Type of Work: Roadwork

Highway: JOHN DAY (OR-19)
State Preservation Project

Contract No.: 11161

No. of Bidders: 5

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$925,032.35
2nd: McCafferty-Whittle Construction Company, Brush Prairie, WA	$976,236.45
3rd: Roy L. Houck Construction Company, Salem, OR	$997,361.56

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 3-6-92

EXHIBIT A
MINUTES OF 4/23/92

#10 - SALMON RIVER HIGHWAY @ THREE RIVERS HIGHWAY SECTION

County: Polk
Type of Work: Grading, Structure, Paving & Signing
Highway: SALMON RIVER (OR-18)
F.A. No. NH-23(15)

No. of Bidders: 8
Contract No.: 10991

Low: West Coast Structures, Inc., Clackamas, OR	$1,082,443.00
2nd: HOLM II, Inc., Stayton, OR	$1,149,633.00
3rd: Mocon Corporation, Portland, OR	$1,264,224.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#11 - YOUNGS BAY BRIDGE - WARRENTON/ASTORIA HIGHWAY SECTION & HAMBURG AVENUE - 32ND STREET (ASTORIA) SECTION

County: Clatsop
Type of Work: Roadwork, Signing, & Signals
Highway: OREGON COAST (US-101)
F.A. No. NH-2-6(15) & F-1(49)

No. of Bidders: 5
Contract No.: 11162

Low: Kiewit Pacific Co., Vancouver, WA	$1,374,883.00
2nd: Roy L. Houck Construction Company, Salem, OR	$1,491,567.75
3rd: Eagle-Elsner, Inc., Tigard, OR	$1,599,799.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#12 - SADDLE MOUNTAIN JCT - COAST RANGE SUMMIT SECTION

County: Clatsop
Type of Work: Roadwork, Structure, & Signing
Highway: SUNSET (US-26)
F.A. No. NH-27-1(14)

No. of Bidders: 5
Contract No.: 11163

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$1,278,958.00
2nd: Bayview Transit Mix, Inc., Seaside, OR	$1,297,236.00
3rd: Wildish Standard Paving Co., Eugene, OR	$1,353,828.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 3-6-92

EXHIBIT A
MINUTES OF 4/23/92

#13 - DISTRICT 14 CHIP SEALS

County: Baker
Type of Work: Chip Seal

Highway: JOHN DAY-BURNS (US-395)
& WHITNEY (OR-7)
State Preservation Project

No. of Bidders: 9

Contract No.: 11151

Low: Weaver Construction Co., La Grande, OR	$392,558.00
2nd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$409,761.00
3rd: McCafferty-Whittle Construction Company, Brush Prairie, WA	$413,132.00

Engineer's Recommendation: Award to low responsive bidder.

On March 6, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on February 27, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 2, 3, 5, 6, 7, 8, 10, 11, and 12, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder subject to the concurrence of Federal Highway Administration.

Dated this 25 day of March, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report these actions for your official records:

1) Request for authorization to enter into an interagency agreement between Dr. James Lundy of Oregon State University and Portland Cement Association for rigid pavement performance data research - Phase 1. Cost is $49,000. Term of contract: Upon written notice to June 30, 1993. Approved by Bill Anhorn on March 12, 1992. (Authorize State Highway Engineer to sign necessary agreement.)

2) Request for authorization to enter into an interagency agreement with Dr. James Lundy of Oregon State University to perform research regarding bridge deck overlays. Cost is $25,000. Approved by Bill Anhorn on March 12, 1992. (Authorize State Highway Engineer to sign necessary agreement.)

3) Request for authorization to enter into a contract with Corrpro Companies, Inc., to present a special three-day class as part of the 11-day ODOT Cathodic Protection Inspector's Course for the Yaquina Bay Bridge (Newport) Section Project. Cost is $17,500. Approved by Bill Anhorn on March 13, 1992. (Authorize State Highway Engineer to sign necessary contract.)

Dated this 17 day of March, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

March 16, 1992

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve these actions listed below and report these actions for your official records:

1) Approve supplemental agreement with League of Oregon Cities for Special City Allotment Guidelines and Working Agreement. This supplement updates the provisions under which Special City Allotment Funds are allocated. The agreement reflects provisions of Senate Bill 1003, approved during the 1991 regular Legislative Session. (Approved by William Anhorn, State Highway Engineer, on March 19, 1992. Authorize State Highway Engineer to sign necessary agreement.)

2) Request for authorization to seek a consultant to perform nondestructive testing of drilled shaft foundations for the Klamath River Bridge replacement structure. The Department does not have the necessary expertise to perform nondestructive testing or interpret the test results. The nondestructive testing is required to insure the integrity of the drilled shaft foundation. The consultant contract for nondestructive testing will be limited to a maximum cost of $25,000. The proposed Klamath River Bridge is included in the Green Springs Highway-Midland Highway Junction Section. (Approved by William Anhorn, State Highway Engineer on March 19, 1992. Authorize State Highway Engineer to sign necessary contract.)

Dated this 2 day of April, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

April 1, 1992

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On March 23, 1992, I gave verbal approval to Judy Gregory, Manager, Human Resources Management, to increase the contract with Kelly Temporary Services and the Highway Division for temporary employment services. This supplement will increase the cost of the contract by $50,000.

   It was understood that an additional increase will be presented to the Commission at the next meeting for consideration covering the Kelly Temporary Services contracts with the Highway and Central Services Divisions and the Parks Department.

   I also authorized the Director and State Highway Engineer to sign the supplement covering the $50,000 increase.

Dated this 25 day of MARCH, 1992

John Whitty, Vice Chairman
Oregon Transportation Commission

March 24, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following actions and report these actions for your official records:

1) On February 20, 1992, approved Paul Meyerhoff signing a Letter of Agreement with Management Counsel, Inc., to hire a facilitator for the Transition Team and Transportation Development Unit on reorganization of Department of Transportation. This contract is effective February 20 through February 21, 1992, at a cost not to exceed $5,000.

2) On March 24, 1992, signed Supplement No. 3 to a personal service contract with Kelly Temporary Services to provide temporary employee services for the Highway Division of the Department of Transportation. This supplement adds an additional $50,000 to a new sum not to exceed $812,866.78. (Approved by John Whitty March 23, 1992. Transportation Commission approved original contract June 19, 1990. Signed by Judy Gregory for Director.)

Dated this 6 day of Apr, 1992

Don Forbes
Director

March 30, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), now reorganized as Manager of Human Resources Management, the following actions were taken:

1) On March 2, 1992, approved a personal service contract with Blessing/White to conduct training on Managing Professional Growth as a pilot program for the Department of Transportation. The contract period is March 19, 1992, through June 30, 1993, at a cost not to exceed $8,200.

2) On March 4, 1992, approved a personal service contract with Jan Roose for conducting three workshops on grammar, punctuation, and spelling. These workshops are to be held July 14 through July 28, 1992, at a cost not to exceed $900.

3) On March 5, 1992, approved a personal service contract with IBM to assist Information Systems Section personnel with a new computer system. This contract is effective March 5 through March 31, 1992, at a cost not to exceed $995.00.

4) On March 23, 1992, approved an intergovernmental agreement with Chemeketa Community College to conduct two workshops on Time Management to be held on July 16 and August 6, 1992, at a cost not to exceed $1,350.

5) On March 23, 1992, approved an intergovernmental agreement with Chemeketa Community College to conduct two Technical Report Writing workshops on June 16 and 17, 1992, and two Presentation Skills workshops on August 4 and 11, 1992, at a cost not to exceed $2,500.

Dated this 2nd day of April, 1992

Judy Gregory

Judy Gregory
Manager, Human Resources Management

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On December 31, 1991, signed Supplement No. 1 to a personal service contract with Cascade Earth Sciences, LTD., covering the underground storage tank remediation plans for District 4 Maintenance. This supplement is effective December 31, 1991, through May 31, 1993, at a cost not to exceed $93,859.90. (Transportation Commission approved January 29, 1991. Duane Christensen signed for State Highway Engineer.)

2) On January 22, 1992, signed Supplement No. 3 to a contract with Nan Heim/Associates, Inc. for public involvement services regarding the Columbia River Highway-Mt. Hood Highway-Mt. Hood Parkway in Multnomah County. This supplement extends the completion date to March 31, 1992. (Transportation Commission approved September 18, 1990. William Anhorn signed for State Highway Engineer.)

3) On February 6, 1992, signed a personal service contract with Jeanne Lawson and Associates for public involvement services on the Westside Corridor Project on the Sunset and Beaverton-Tigard Highways in Washington and Multnomah Counties. This contract is effective February 10, 1992, through June 30, 1993, at a cost not to exceed $35,000. (Chairman Hollern approved funding for $50,000 on December 18, 1991. William Anhorn signed for State Highway Engineer.)

4) On February 12, 1992, signed Supplement No. 4 to an agreement with the City of Portland covering the construction and financing responsibilities for the Airport Way from I-205 to N.E. 181st Ave./N.E. Sandy Blvd. in Multnomah County. (Transportation Commission approved this project on January 18, 1984, and July 17, 1990, as part of the Six-Year Highway Improvement Program. William Anhorn signed for State Highway Engineer.)

5) On February 18, 1992, approved personal service contract with Ruth I. Johnson to conduct a Negotiating for Results Workshop on February 20 and 21, 1992, at a cost of $1,300. (William Anhorn signed for State Highway Engineer.)

6) On March 3, 1992, signed a personal service contract with Alpha Engineering Group, Inc., covering bridge inspection services in Area 9204. This contract is effective March 3, 1992, through November 30, 1993, at a cost not to exceed $521,648.20. (Signed by Duane Christensen for State Highway Engineer. Transportation Commission approved April 17, 1991.)

7) On March 3, 1992, signed a personal service contract with CH2M Hill Northwest, Inc., covering bridge inspection services in Area 9201. This contract is effective March 3, 1992, through March 31, 1994, at a cost not to exceed $752,320.30. (Duane Christensen signed for State Highway Engineer. Transportation Commission approved April 17, 1991.)

8) On March 4, 1992, approved a resolution with City of Ukiah to accumulate state tax street funds for more than two years.

9) On March 8, 1992, signed Supplement No. 2 to a personal service contract with HDR, Engineering, Inc., covering flexible services for the Bridge Section. This supplement reflects the revised salary adjustments for 1992 and an updated overhead schedule. (Transportation Commission approved November 13, 1990.)

10) On March 11, 1992, approved a contract with Judy Struloeff to identify job tasks for Regions 2, 3, 4, 5 and Salem Equipment Shop. Contract will establish statewide physical capacity testing and a drug screening program for new hires in maintenance and equipment shop classifications. This contract will begin April 1 through August 31, 1992, at a cost not to exceed $9,500.

EXHIBIT E
MINUTES OF 4/23/92

11) On March 12, 1992, signed an intergovernmental agreement with U.S. Department of Interior covering the installation and maintenance of seismic monitoring equipment on Clackamas Highway-Pacific Highway East Connection, Bridge 9669A. (Transportation Commission approved January 21, 1992.)

12) On March 19, 1992, signed an agreement with the City of Cannon Beach covering construction of the 1st Street-Oregon Coast Highway Section of the Hemlock Street Bikeway Project. (Transportation Commission approved December 17, 1991, as part of the FY 1993 Bikeway Program.)

13) On March 19, 1992, signed an agreement with Tillamook County for the construction of the Pacific Avenue-South Slough Bridge Section of the Brooten Road Bikeway. (Transportation Commission approved this project December 17, 1991, as part of the FY 1993 Bikeway Program.)

Dated this day 3 of April, 1992

William Anhorn

William Anhorn
State Highway Engineer

March 30, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I took the following action and report it for your official records:

The low bid of Goldie Gentle Construction Co., Portland, in the amount of $619,550 for work on the 25th Street-Airport Road (Salem) Section of the Salem Highway in Marion County was rejected for failure to meet the disadvantage business enterprise goal assigned to the project. Bids were opened on February 27, 1992.

A review was made of the second low bidder, Roy L. Houck Construction Company, Salem, in the amount of $643,006.25. The bid was accepted by the Transportation Commission on March 6, 1992, and I was authorized to award the contract to the responsive bidder pending DBE review and subject to concurrence of the Federal Highway Administration. Those conditions were fulfilled and on March 26, 1992, I awarded Contract No. 11,159 to the second low bidder, Roy L. Houck Construction Company.

Dated: 3-26-92

William Anhorn

William Anhorn, State Highway Engineer

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Six Corners (Sherwood) Section of Pacific Highway West in Washington County. Bids received February 13, 1992. Contract No. 11,148 awarded on February 20, 1992, to Morse Bros., Inc., Lebanon, at $3,578,236.

2) Work on the North Portland Road-Interstate 5 Section of North Marine Drive (Swift Highway) in Portland, Multnomah County. Bids received February 13, 1992. Contract No. 11,149 awarded on February 25, 1992, to Mocon Corporation, Portland, at $3,782,119.30.

3) Work on the Willamette River-Riverside Drive Section of the Corvallis-Lebanon Highway in Linn County. Bids received February 13, 1992. Contract No. 11,152 awarded on February 24, 1992, to Morse Bros., Inc., Lebanon, at $1,396,428.50.

4) Roadwork on the Jordan Creek-Burns Junction (North Unit) Section of the I.O.N. Highway in Malheur County. Bids received February 27, 1992. Contract No. 11,153 awarded on March 16, 1992, to McCafferty-Whittle Construction Co., Brush Prairie, WA, at $2,195,687.

5) Work on the East Marquam Interchange (N.B. and Banfield Access) Section of the Pacific Highway in Multnomah County. Bids received March 12, 1992. Contract No. 11,154 awarded on March 26, 1992, to Max J. Kuney Company, Spokane, WA, at $11,736,371.50.

6) Work on the Tacoma Street Interchange Section of Pacific Highway East (McLoughlin Boulevard) in Multnomah and Clackamas Counties. Bids received February 27, 1992. Contract No. 11,155 awarded on March 16, 1992, to Wildish Standard Paving Co., Eugene, at $7,517,748.

EXHIBIT E
MINUTES OF 4/23/92

7) Work on the South Fork Cold Springs Creek Bridge (No. 17217) Section of the Pendleton-Cold Springs Highway in Umatilla County. Bids received February 27, 1992. Contract No. 11,157 awarded on March 16, 1992, to Weaver Construction Co., La Grande, at $390,800.

8) Work on the Big Cliff Dam-Mongold (Phase 1) Section of the North Santiam Highway in Marion County. Bids received February 27, 1992. Contract No. 11,158 awarded on March 16, 1992, to Berning Construction Co., Wilsonville, at $428,400.

9) Work on the 25th Street-Airport Road (Salem) Section of the Salem Highway in Marion County. Bids received February 27, 1992. Contract No. 11,159 awarded on March 26, 1992, to Roy L. Houck Construction Company, Salem, at $643,006.25.

10) Work on the Jasper Street-Myers Lane Section of Stewart Avenue in Medford, Jackson County. Bids received February 27, 1992. Contract No. 11,160 awarded on March 20, 1992, to LTM, Inc. dba Lininger Tru-Mix, Inc., Medford, at $658,777.

11) Work on the Youngs Bay Bridge-Warrenton/Astoria Highway Section of the Oregon Coast Highway and the Hamburg Avenue-32nd Street (Astoria) Section of the Lower Columbia River Highway in Clatsop County. Bids received February 27, 1992. Contract No. 11,162 awarded on March 16, 1992, to Kiewit Pacific Co., Vancouver, WA, at $1,374,883.

12) Work on the Saddle Mountain Junction-Coast Range Summit Section of the Sunset Highway in Clatsop County. Bids received February 27, 1992. Contract No. 11,163 awarded on March 16, 1992, to J. C. Compton Contractor, Inc., McMinnville, at $1,278,958.

13) Work on the Warner Highway Guardrail Project in Lake County. Bids received March 12, 1992. Contract No. 11,166 awarded on March 26, 1992, to JAL Construction, Inc., Bend, at $441,168.80.

14) Work on the Hillsboro Signals (13 locations) Section of the Tualatin Valley Highway in Washington County. Bids received March 12, 1992. Contract No. 11,168 awarded on March 27, 1992, to Tice Electric Co., Portland, at $499,900.

EXHIBIT E
MINUTES OF 4/23/92

15) Work on the Spray-John Day River (Holmes Creek Unit) Section of the John Day Highway in Grant County. Bids received March 12, 1992. Contract No. 11,169 awarded on March 26, 1992, to R. L. Coats, Bend, at $1,172,295.

Dated this 3RD day of APRIL, 1992

William Lucas
State Highway Engineer

March 31, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On January 29, 1992, concurred with the approval of a personal service contract between Lane Transit District and Wilson, Bryant, Gunderson, Seider, PC, for preliminary engineering services for the University Transit Station in Lane County. This contract is effective January 29, 1992, through May 1, 1992, at a cost of $20,478. (Joseph Speight signed concurrence for Cam Gilmour.)

2) On February 12, 1992, signed an agreement with the City of Woodburn covering preliminary engineering and construction finance for a project on the Pacific Highway East from Woodburn's north city limits to Lincoln Street Project. (Transportation Commission approved July 17, 1990, as a part of the Six-Year Highway Improvement Program. Joseph Speight signed for Cam Gilmour.)

3) On February 27, 1992, signed an agreement with City of McMinnville to reconstruct the Edmunston Street-Salmon River Highway Section of Pacific Highway West to a five-lane section with bike lanes. (Transportation Commission approved July 17, 1990, as a part of the Six-Year Highway Improvement Program.)

4) On March 4, 1992, approved a 17.9% increase in project authorization on the Oswego Canal (Bryant Road) Bridge in Clackamas County (Contract No. 11,099) in the amount of $22,000.

5) On March 5, 1992, signed an agreement with City of Klamath Falls to widen a 30-foot structure on Biehn Street over the Southern Pacific Railroad to provide additional lane width and new concrete railing. (Cam Gilmour approved November 18, 1991.)

MGR. PROGRAM SECTION
Res
APR 2 1992

EXHIBIT F
MINUTES OF 4/23/92

6) On March 5, 1992, signed an agreement with City of Portland covering preliminary engineering services on the Capitol Highway and S.W. Pomona Street Project. (Project approved under delegated authority on June 12, 1991, as part of the Six-Year Highway Improvement Program.)

7) On March 18, 1992, signed an agreement with City of Portland for traffic signal improvements at thirteen intersections throughout the Portland area. (Project was approved under delegated authority on May 22, 1991, as part of the Six-Year Highway Improvement Program.)

8) On March 18, 1992, signed an agreement with City of Portland to upgrade the traffic signal at the intersection of N.E. 122nd and N.E. Fremont Street. (Project was approved under delegated authority on December 31, 1990, as part of the Six-Year Highway Improvement Program.)

9) On March 18, 1992, signed an agreement with City of Portland to retain the existing channelization and upgrade the existing traffic signal at the intersection of N.E. Halsey Street at N.E. 148th Avenue. (Project was approved under delegated authority on December 31, 1990, as part of the Six-Year Highway Improvement Program.)

10) On March 18, 1992, signed an agreement with City of Portland covering installation of a protected left-turn phase for S.E. Foster Road and signal remodel/upgrade, including vehicle detection for all movements at the intersection of S.E. Foster Road at 110th Drive/111th Drive. (Project was approved under delegated authority on August 1, 1991, as part of the Six-Year Highway Improvement Program.)

11) On March 18, 1992, signed an agreement with City of Portland to retain the existing channelization and upgrade the existing obsolete two-phase signal to a five-phase signal operation at the intersection of N.E. 102nd at N.E. Prescott Street. (Project was approved August 1, 1991, as part of the Six-Year Highway Improvement Program.)

Dated this 6th day of April, 1992

Cam Gilmour

Cam Gilmour, Manager
Program Section

March 31, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

March 25, 1992

COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAU PROJECT					
Gekeler Ln-Adams Ave, 20th Street City of La Grande	Cancellation				3/11/92
HBR PROJECT					
49 Local Government Projects	15,797,000	12,637,600	1,579,700	1,579,700	3/18/92

See Attachment

Approved /s/ Donald C. Gilmour
for Cam Gilmour, Manager
Program Section

Date 3-25-92

MKS031.th

731-0314A(12-90)

HIGHWAY BRIDGE REPLACEMENT
OFF-SYSTEM BRIDGES

COUNTY	REGION	RTE. #	SECTION NAME - BRIDGE #'S	($1,000) COST
			---------- Federal Fiscal Year 1992 Projects ----------	
BAKER	5	OFF-SYS	BURNT RIVER (HEREFORD LOOP R.) - 01C18	$ 200
HEPPNER (CITY)	5	OFF-SYS	WILLOW CR. (S. COURT ST.) - 49B02	$ 157
UNION	5	OFF-SYS	CATHERINE CR. GEKELER (CO. RD. C-116) - 61C35	$ 265
			YEAR TOTAL	$ 622
			---------- Federal Fiscal Year 1993 Projects ----------	
BAKER	5	OFF-SYS	SAND CREEK (NEIL-PECK RD.) - 01C040	$ 145
BENTON	4	OFF-SYS	MARY'S RIVER (HARRIS RD.) - 14478	$ 561
CLATSOP	2	OFF-SYS	LOUISIGNONT CR. (NORTHRUP CR. RD.) - 11198	$ 183
COLUMBIA	1	OFF-SYS	BEAVER CREEK (HIRTZEL RD.) - 09C70	$ 145
COLUMBIA	1	OFF-SYS	WESTPORT SLOUGH (POINT ADAMS RD.) - 09C097	$ 322
GRANT	5	OFF-SYS	N. FORK JOHN DAY RIVER (CO. RD. 29) - 23C291	$ 698
HARNEY	5	OFF-SYS	SILVIES RIVER (LAWEN LANE) - 25A80	$ 125
HARNEY	5	OFF-SYS	LOWER PINE CREEK (DREWSEY MARKET RD.) - 25E17	$ 140
HEPPNER (CITY)	5	OFF-SYS	HINTON CR. (AIKEN ST.) - 49B07	$ 140
HOOD RIVER	1	OFF-SYS	NEAL CREEK (C.R. 315) - 27C10	$ 120
LINCOLN	2	OFF-SYS	BEAR CREEK (JOHNSON ST.) - 41C23	$ 120
MARION	2	OFF-SYS	PUDDING RIVER (SILVERTON ROAD) - 1329A	$ 530
MALHEUR	5	OFF-SYS	MALHEUR RIVER -BLACK (C.R. #589) - 45C405	$ 312
MORROW	5	OFF-SYS	WILLOW CREEK (SLAUGHTER RD.) - 10958	$ 240
POLK	2	OFF-SYS	MILL CREEK (OLD MILITARY ROAD) - 53C063	$ 280
UMATILLA	5	OFF-SYS	WALLA WALLA RIVER (CO. RD. 613) - 59C428	$ 330
UMATILLA	5	OFF-SYS	U.S. FEED CANAL (CO. RD. 1198) - 59C199	$ 186
			Year Total	**$4,577**

HIGHWAY BRIDGE REPLACEMENT
OFF-SYSTEM BRIDGES

COUNTY	REGION	RTE. #	SECTION NAME - BRIDGE #'S	($1,000) COST
---------- Federal Fiscal Year 1994 Projects ----------				
CLATSOP	2	OFF-SYS	SKIPANON RIVER (PERKIN'S RD.) - 011232	$ 183
COLUMBIA	1	OFF-SYS	S. FORK SCAPPOOSE CR. (RAYMOND CR. RD.) - 13343A	$ 135
COLUMBIA	1	OFF-SYS	WESTPORT SLOUGH (MARSHLAND DIST. 504) - 13825	$ 477
COLUMBIA	1	OFF-SYS	BEAVER CR. (BEAVER SPRINGS RD.) - 13611A	$ 135
COOS	3	OFF-SYS	BEAR CREEK (COUNTY RD. 212 OS) - 11C82S	$ 183
COOS	3	OFF-SYS	ROCK CREEK (COUNTY RD. 88) - 11C47X	$ 189
DOUGLAS	3	OFF-SYS	BLACKS CREEK (CO. RD. 55) - 19C371	$ 140
HEPPNER (CITY)	5	OFF-SYS	WILLOW CR. (SPERRY ST.) - 49B11	$ 173
MARION	2	OFF-SYS	LITTLE N. SANTIAM R. (PIONEER RD. CR 962) 5201	$ 530
MALHEUR	5	OFF-SYS	OWYHEE RIVER -DOWELL (C.R. #1025) - 45C611	$ 705
MORROW	5	OFF-SYS	WILLOW CREEK (ROAD 966) - 49C01	$ 128
MORROW	5	OFF-SYS	BLACKHORSE CANYON (RD. 719) - 49C14	$ 120
TILLAMOOK	2	OFF-SYS	THREE RIVERS (THREE RIVERS RD.) - 57C75	$ 160
UMATILLA	5	OFF-SYS	MAXWELL DITCH (CO. RD. 1194) - 59C282	$ 120
			Year Total	**$3,378**
MS:cc 3/19/92			**Fund Total**	**$8,577**

HIGHWAY BRIDGE REPLACEMENT
ON-SYSTEM BRIDGES

COUNTY	REGION	FAS	SECTION NAME - BRIDGE #	($1,000) COST
			---------- Federal Fiscal Year 1992 Projects ----------	
COLUMBIA	1	FAS A749	BEAVER CREEK (FERN HILL RD.) - 13371	$ 110
MARION	2	FAS A600	MILL CREEK (EHLEN RD.) - 02036	$1,100
			Year Total	$1,210
			---------- Federal Fiscal Year 1993 Projects ----------	
DESCHUTES	4	FAS B685	DESCHUTES RIVER (SPRING RIVER RD.) - 08564	$ 420
DOUGLAS	3	FAS A411	SUTHERLIN CREEK #4 (C.R. 388) - 19C455	$ 280
LINN	2	FAS A487	N. SANTIAM (GATES) - 02523	$ 692
TILLAMOOK	2	FAS A722	NESTUCCA RIVER (BLAINE RD.) - 11379A	$ 595
WASHINGTON	1	FAU 9031	ROCK CREEK (NW 216TH AVE.) - 671325	$ 228
YAMHILL	2	FAS A703	CHEHALEM CR. - 11717	$ 125
			Year Total	$2,340
			----------Federal Fiscal Year 1994 Projects ----------	
BENTON	2	FAS A509	MUDDY CR. (C.R. 25800) - 03C09	$ 202
CLACKAMAS	1	FAS A643	SANDY RIVER (LUSTED RD.) - 6580	$ 630
COOS	3	FAS 417	S. FK. COQUILLE R. (SPRUCE ST.) - 00161A	$1,122
PORTLAND/CITY	1	FAU 9962	RAILROAD - 51C06	$ 292
TILLAMOOK	2	FAS A711	TRASK RIVER (COUNTY RD. 741) - 02470	$ 512
WASHINGTON	1	FAS A678	TUALATIN RIVER OVERFLOW (GOLF COURSE RD.) 671244	$ 312
WALLOWA	5	FAS B631	GRANDE RONDE RIVER TROY - 32C62	$ 600
			Year Total	$3,670
			Fund Total	$7,220

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On February 4, 1992, approved "RIGHT LANE MUST TURN RIGHT EXCEPT BUS" sign on Pacific Highway West (OR 99W) at Walnut Street on Hwy #1W at M.P. 9.64 in Washington County.

2) On February 6, 1992, approved a cooperative improvement agreement with the City of Elgin and Elgin School District #23 for installation of a flashing beacon light at the Mayfield Elementary School on the Weston-Elgin Highway at 12th Avenue, Union County.

3) On February 11, 1992, established a 45 MPH speed zone in the community of Camas Valley from M.P. 55.78 to M.P. 56.14 on the Coos Bay-Roseburg Highway in Douglas County, except between M.P. 55.97 to M.P. 56.05. The designated speed shall be 20 MPH when children are present. Rescinds Speed Zone Resolution No. 886 dated October 29, 1982. See Speed Zone Order No. 1010.

4) On February 11, 1992, approved a parking prohibition on Pacific Highway West No. 1W in Lane County at M.P. 117.22 to M.P. 117.26, East (left) shoulder area.

5) On February 12, 1992, approved stop control for right-turn on Canyon Road (Tualatin Valley Highway) at Canyon Drive and stop control for the private easement in Washington County.

6) On February 19, 1992, approved removing "NO TURN ON RED" sign on the Pacific Highway Northbound Offramp at Nyberg Road, I-5, at M.P. 1C 289.53, City of Tualatin, in Washington County.

EXHIBIT G
MINUTES OF 4/23/92

7) On February 20, 1992, signed an agreement with City of Gresham covering maintenance and power responsibilities for the traffic control signal at the intersection of N.E. Airport Way and N.E. Sandy Boulevard/N.E. 181st Avenue, Multnomah County. (Approved by Transportation Commission on January 18, 1984, and July 17, 1990.)

8) On February 26, 1992, approved a personal service contract with Meeker & Associates, Inc., to cover Stage 1 of Travel Signing System Design Development Project. This contract is effective February 26, 1992, through March 24, 1992, at a cost not to exceed $10,000.

Dated this 7 day of April, 1992

Dwayne Hofstetter, Traffic Engineer

March 30, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

NW HOOKER - NE ALAMEDA AVENUE SECTION OF THE OAKLAND-SHADY HIGHWAY

58751	Robert J. Kayl	Offer:$	73,110.00

SILVERTON RD. - STATE ST. (PHASE 1) SECTION OF THE PACIFIC HIGHWAY

6027021	- Weston Investment Company,	Offer: $	2,494,385.00
6027100	- W. Lawrence Holley, M.D.	Offer: $	39,000.00

Dated this 27th day of March, 1992.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

EXHIBIT H
MINUTES OF 4/23/92

DATE: **APRIL, 1992**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **COOS COUNTY**: **COQUILLE-RINK CREEK - COOS BAY-ROSEBURG HIGHWAY**:
File 24062 - Containing 1.34 Acres; $675; Approved 3/06/92.

2) **COOS COUNTY**: **DELMAR-CHINA CAMP CREEK - COOS BAY-ROSEBURG**:
File 14226 - Containing 6.00 Acres; $48,000; Approved 3/26/92.

3) **COOS COUNTY**: **HOUSER - OREGON COAST HIGHWAY**:
File 02552 - Containing 0.64 Acres; $9,750; Approved 3/26/92.

4) **COOS COUNTY**: **MARSHFIELD-BAY PARK - OREGON COAST HIGHWAY**:
File RW 5545 (Includes Files 5621 & 5676) - Containing 31,945 Sq. Ft.; $14,000; Approved 3/25/92.

5) **DESCHUTES COUNTY**: **CITY OF REDMOND - SW 17TH ST.**:
File 02121 - Containing .85 Acres (Revised Agenda Letter: See Feb., 1992 Comm. Report, Item #1); Approval to sell reverter rights to City of Redmond for 50% of appriased value of $60,000 less development costs); $24,000; Approved 3/26/92.

6) **JOSEPHINE COUNTY**: **SELMA-STATE LINE - REDWOOD HIGHWAY**:
File 16353 - Containing 3.30 Acres; $21,000; Approved 03/24/92.

7) **LANE COUNTY**: **OAKHILL-EUGENE-SPRINGFIELD SECT. - FLORENCE-EUGENE HWY.**:
File 43072 - Containing 6.35 Acres; $58,000; 3/26/92.

8) **MARION COUNTY**: **MARKET ST. INTERCHANGE (SALEM) - PACIFIC HIGHWAY**:
File 6027B-001 (includes a portion of 6027B-072) - Containing 7,670 Sq. Ft.; approval to sell to LBJ Corporation as part of negotiated settlement on File 6027B-126 acquisition; $42,185; Approved 3/26/92.

9) **MULTNOMAH COUNTY**: **AIRPORT WAY INTERCHANGE - E. PORTLAND FREEWAY**:
File 48873 - Containing 64,000 Sq. Ft. (To correct Agenda Letter of 2/19/92 - See Item 6, March '92 Comm. Report); File 52995 valued at $339,000 - Trade this parcel valued at $320,000 and pay $19,000 cash; Approved 3/25/92.

10) **MULTNOMAH COUNTY**: **E. MARQUAM INTERCHANGE - PACIFIC HIGHWAY**:
File 52870 - Containing 400 Sq. Ft.; $2,800; Approved 03/26/92.

11) **MULTNOMAH COUNTY**: **HARBOR DRIVE-BARBUR BLVD. - PACIFIC HIGHWAY**:
File 24995 - 1,250 Sq. Ft.; $2,500; Approved 3/03/92.

EXHIBIT H
MINUTES OF 4/23/92

APPROVAL TO SELL EXCESS PARCELS: (Continued)

12) **MULTNOMAH COUNTY**: **N.E. UNION – COLUMBIA RIVER (BANFIELD EXPRESSWAY)**: File 14728 & 14879 – Containing 1,820 Sq. Ft.; approval for direct sale to Metal Trade Association; $9,500; Approved 3/24/92.

13) **WHEELER COUNTY**: **MULE SHOE CREEK – SERVICE CREEK–MITCHELL HIGHWAY**: File 06880 (Q661) – Containing 5.83 Acres; approval to sell to Bureau of Land Management; $15,000; Approved 3/24/92.

AGREEMENTS: (35–48)

14) ODOT Agreement No. RR 1333; Service Contract #92–9; Order No. 91–1764; Grade Crossing Improvement Project Description Agreement; with Union Pacific Railroad Company (procedures, terms, conditions & provisions set forth in Agreement between parties dated 10/01/75); Crossing ID 2AH–191.2; Spokane Sub. Main Line Branch; **S. EDWARDS ROAD, UMATILLA COUNTY**; Estimated Cost: $112,737; Approved 3/27/92.

15) ODOT Agreement No. RR1332 with Union Pacific Railroad Company for the right to use, for the John Day Highway improvement project, a portion of the railroad right–of–way at Arlington, Gilliam County, OR near Mile Post 1.0; Cost for right: $8,100; Approved 3/14/52.

16) ODOT Agreement No. 1331; with Burlington Northern Railroad Company; for an easement (by separate instrument) for bridge reconstruction of The Dalles–California Highway overhead bridge which crosses railway's spur track and the Klamath River approximately four miles south of Klamath Falls, OR; Consideration $1,500; Approved 3/24/92.

PERSONAL SERVICE CONTRACTS: (35–46)

17) Subsequent Service Agreement with Stark Trucking, Inc. (Original agreement is on 3/92 report, Pg. 2, Item #13); to decommission additional well located at 3515–3529 Sunnyview Rd. N.E.; Files 6027013; 6027017; and 6027018; Start date: 2/10/92; End date: 4/10/92; $1,200; Approved 2/21/92.

18) Demolition Contract with Al Schattenkirk; for demolition of Cagle Bldg. and shed behind, removal of concrete protruding, cap utilities at 481 N.E. Meadow Lane and 2241 N.E. Stephens, Roseburg OR; Files 55590 and 58787; Start date: 03/02/92; End Date: 04/03/92; $2,700; Approved 03/02/92.

19) Demolition Contract with L.J.O. Corp. (O.W. Ferren); for demolition of the commercial building known as the B & M Tavern at 245 South Columbia River Highway, St. Helens OR, cap all utilities; removal of debris, and site restoration; File 58867; Start date: 03/19/92; End date: 5/03/92; $10,965.00; Approved 03/19/92.

20) Building Demolition Contract with Stark Trucking, Inc.; for the demolition of buildings and site improvements at 3333 Market Street N.E., Salem, OR; File No. 6027001; Start Date: 3/20/92; End Date 5/19/92; Cost: $31,775; Approved 3/20/92.

21) Contract for Services with Hazcon, Inc. for a Level One Environmental Study on two parcels at 1001 S.E. Water Ave., Portland, OR, and at N.W. 23rd and Wilson St., Portland OR; Files 52846 and 52231; Start Date: 3/20/92; End Date: 3/31/92; Cost: $4,300; Approved 3/20/92.

EXHIBIT H
MINUTES OF 4/23/92

R/W SERVICE AGREEMENTS: (35–50)

4) Supplemental R/W Service Agreement; No. 205; C & A #5527; with City of Lake Oswego, Clackamas County; **SW MADRONA ST.–SW JEAN RD. – SW LOWER BOONES FERRY RD.** for the purpose of 1) revising Pg. 4, Item B – Relocation #6(c) to read "City will promptly..."; and 2) revising Pg. 4, Item D – Condemnation – to read "City will handle entire Condemnation process." All property purchased on this road project will be in the name of "City of Lake Oswego."

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

COLUMBIA COUNTY:

COLUMBIA CITY NCL–WARREN – LOWER COLUMBIA RIVER HIGHWAY:

59136	Ronald G. Ross; Charles G. Ross	$ 3,000	App. 02/20/92

COOS COUNTY:

CATCHING SLOUGH BRIDGE – COOS RIVER HIGHWAY:

6083 008	Division of State Lands	$4,766.15	App. 03/09/92
6083 013	Edith Ann J. Dowd	$ 250	App. 02/26/92

DESCHUTES COUNTY:

SISTERS–TUMALO – MCKENZIE–BEND:

6098 032	Adeana Marling	$ 2,150	App. 03/24/92
6098 042	Duane A. & Rita G. Sauer	$ 100	App. 02/26/92
6098 044	Gerald Roy Altig; Suzanne Marie Fairfax	$ 2,050	App. 02/26/92
6098 058	Rita M. Holte	$ 1,600	App. 03/26/92
6098 059	Sandra Longley	$ 5,625	App. 03/24/92

DOUGLAS COUNTY:

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58744	Leslie & Patricia Winders	$ 46,000	App. 03/10/92
58773	Jack Mathis General Contractor Inc., Profit Sharing & Retirement Plan & Trust (Exchange of excess parcel of equal value of $250 on File 57850 for parcel on this file)	Exchange	App. 03/03/92
59150	William & Beverly Ollivant; Hayward & Marjorie Reed	$ 150	App. 03/16/92
59151	Keith A. & Marlene D. Christopherson	$ 150	App. 03/18/92

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE ROAD – MT. HOOD HIGHWAY:

57107	Hoby Lee Streich; Robert Huskey; Heidi Huskey	$ 200	App. 03/05/92
57108	Robert W. & Heidi Marie Huskey	$ 4,486	App. 03/10/92

EXHIBIT H
MINUTES OF 4/23/92

OPTIONS: (Continued)

JACKSON COUNTY:

TRAIL–CASEY STATE PARK – CRATER LAKE HIGHWAY:

56511	Betty Bowling	$ 1,250	App. 03/24/92
56547	Independent Printing Co., Inc.	$ 4,900	App. 03/24/92
56551	Robert O. & Elizabeth Ann Sies	$ 150	App. 03/03/92
56569	Larry R. & Katherine L. Lacy	$ 502.50	App. 03/26/92
56571	Randy & Carrie Allison	$ 502.50	App. 03/18/92
56574	William M. & Lucille M. Kuhlwein	$ 955	App. 03/03/92
56589	Eunice J. Warden	$ 3,650	App. 03/18/92
56592	Samuel E. & Betty Jean Becker	$ 150	App. 03/18/92
56595	John L. & Ophelia R. Jorgensen	$ 150	App. 03/24/92
56600	Gene H. & Lorraine R. Foresee	$ 150	App. 03/06/92
56602	Jessie L. & Barbara Jean Williams	$ 225	App. 03/04/92
56603	George C. Warner; Patricia J. Warner	$ 150	App. 03/06/92
56616	Burdell T. Ramos, Trustee	$ 4,720	App. 03/18/92
59149	Robert J. & Lynne A. Erspamer	$ 3,400	App. 03/26/92

KLAMATH COUNTY:

CRATER LAKE BOUNDARY–FORT KLAMATH – CRATER LAKE HIGHWAY:

6068 030	Charley Livestock Company	$ 150	App. 03/24/92

GREENSPRINGS–MIDLAND SECTION – THE DALLES–CALIFORNIA HIGHWAY:

6076 001	Donald C. Kirkpatrick	$ 125	App. 03/26/92
6076 002	Adelle Erlandson	$ 100	App. 03/26/92
6076 003	F.H. & Gwendolyn Williams	$ 1,500	App. 03/06/92
6076 004	Columbia Plywood Corporation	$ 8,000	App. 03/03/92
6076 005	Sally Richards; Peter L. Barnhisel	$ 4,000	App. 07/21/92
6076 007	Columbia Plywood Corporation	$ 800	App. 03/03/92
6076 009	Georgiana F. Aschenbach	$ 11,420	App. 03/03/92
6076 011	Division of State Lands	$ 1,827	App. 03/18/92
6076 013	Calvin L. Hunt, Trustee	$ 250	App. 03/18/92
6076 014	Florence W. Baldwin	$ 275	App. 03/02/92
6076 015	Wallace G. & June Ackling	$ 100	App. 03/18/92

LANE COUNTY:

MCKENZIE HWY. PASSING BAYS – MCKENZIE HIGHWAY:

58170	David C. & Gale H. Burwell	$ 7,000	App. 03/09/92

LINCOLN COUNTY:

JOHNSON SLOUGH BRIDGE – YAQUINA BAY ROAD:

6154 004	Kenneth L. & Deborah L. Robinson	$ 1,100	App. 03/24/92
6154 005	Steven Driver & Signe Grimstad	$ 450	App. 03/05/92

PARKER SLOUGH BRIDGE – YAQUINA BAY ROAD:

6154 001	Dunfra, Inc.; Bertha L. Fraser	$ 650	App. 03/05/92

EXHIBIT H
MINUTES OF 4/23/92

OPTIONS: (Continued)

LINN COUNTY:

LAKE CREEK–PACIFIC HWY. – CORVALLIS/LEBANON HIGHWAY:

59142	Swan Investment Co.	$ 1,160	App. 03/16/92
59143	Richard & Laurie Howard (Mills)	$ 100	App. 03/03/92

MALHEUR COUNTY:

UNITY FOREST WAYSIDE–IRONSIDE – JOHN DAY HIGHWAY:

6096 008	Gerald J. Pinto; Carolyn M. Pinto	$ 600	App. 03/24/92
6096 013	Raymond M. & Velda F. Duncan	$ 100	App. 03/11/92

MARION COUNTY:

SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY:

6027 021	Bonnie Jacobs–Halousek dba Your $10 Store (Improvements)	$ 900	App. 03/24/92
6027 021	Bill Roberts dba Advanced Prosthetics & Orthotics (Sign)	$ 342	App. 03/24/92
6027 021	Marilyn Weston;Joseph Weston dba Teddy Bears Picnic(Sign)	$ 1,118	App. 03/24/92
6027 021	Debra Harriman dba "The Flower Peddlar" (Sign)	$ 1,026	App. 03/24/92
6027 021	Hearing Aid Counselors, Inc dba Miracle–Ear (Sign)	$ 712	App. 03/24/92
6027 021	Eastwood Hobby, Inc. (Counter & Sign)	$ 3,071	App. 03/24/92
6027 021	Charles E. Norman; Marita E. Norman dba T–Patch (Sign, cabinet, & Counter)	$ 1,426	App. 03/24/92
6027 021	Ted Thomas dba Ted's Sports Emporium (Sign)	$ 2,304	App. 03/24/92
6027 042	Kenneth & Elena Bettcher	$ 2,560	App. 03/09/92
6027 049	Fred VanNatta	$ 7,100	App. 03/09/92
6027 056	Warren W. & Dorothy A. Osborne	$ 5,575	App. 03/10/92
6027 126	LBJ Motel Corporation (French) (Total consideration of $5,200 to be held as credit toward down payment on surplus State property)	Exchange	App. 03/10/92

WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:

57986	Golden Corral Corp. (Piper)	$ 2,250	App. 03/06/92

MULTNOMAH COUNTY:

N.E. 192ND AVE.–N.E. 195TH AVENUE – N.E. HALSEY ST.:

6115 005	Elmore R. Reese, Sr.; Mae W. Reese	$ 2,400	App. 03/16/92

NE/SE 47TH–60TH – SE BURNSIDE STREET:

6117 010	Kenneth E. Ehlers	$ 950	App. 02/04/92

SE. 128TH–S.E. 136TH – S.E. FOSTER ROAD:

6114 008	Olive Wilcox	$ 2,750	App. 02/04/92
6114 012	Eva P. Dietz	$ 2,950	App. 12/11/91
6114 013	Linda J. Weaver	$ 1,500	App. 02/18/92
6114 023	Wayne A. & Martha L. Gumm	$ 3,370	App. 02/04/92
6114 025	Thomas L. & Penny Fanning	$ 3,400	App. 02/12/92

EXHIBIT H
MINUTES OF 4/23/92

Report of Actions Taken Under Delegated Authority
April, 1992 – Page Six

OPTIONS: **MULTNOMAH COUNTY**: (Continued)

S.E. BULL RUN ROAD SECTION – S.E. BULL RUN ROAD:
6123 002 Dale G. Leymaster; Winnifred A. Leymaster — $ 1,900 — App. 02/05/92

S.E. DIVISION–S.E. YAMHILL – S.E. 190TH:
58469 Oregon Asphaltic Paving Company — $ 4,830 — App. 02/04/92

TILLAMOOK COUNTY:

NESTUCCA RIVER (CONDOR) BRIDGE – OREGON COAST HIGHWAY:
6056 001 David Hale — $ 4,000 — App. 03/03/92

WASHINGTON COUNTY:

CORNELL RD. INTERCHANGE – SUNSET HIGHWAY:
58728 Portfield (Cathay City Property Management – Aircoa) — $ 1,000 — App. 03/09/92

M.P. 2.54 – TUALATIN VALLEY HIGHWAY:
6007 007 Washington County — Donation — App. 03/24/92

N.W. 185TH INTERCHANGE – SUNSET HIGHWAY:
6064 003 Standard Insurance Company; Pan–Pacific Development, Inc. — $106,000 — App. 03/18/92

Dated this 1st day of April, 1992

For Steven Green, Right of Way Manager

EXHIBIT I
MINUTES OF 4/23/92

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
M-R Pierce Contractors,Inc. Contract No. 10886 Acceptance Date: March 6,1992	Pacific Hwy.-Clackamas Hwy. Clackamas and Washington Counties Lower Rock Creek Bridge
A&R Construction,Inc.dba LACO Construction Contract No.10975 Acceptance Date: March 6,1992	Gilliam County
Roy L. Houck Construction Co. Contract No.10978 Acceptance Date: March 6,1992	The Dalles/California Hwy. Industrial Park Dr. (Klamath Falls) Klamath County
Dirt and Aggregate Interchange,Inc. Contract No. 10996 Acceptance Date: March 11,1992	The Dalles - MP 3.22 Wasco County
MARCA Electric,Inc. Contract No. 11002 Acceptance Date: March 11,1992	Pendleton-John Day at SouthgatePlace(Pendleton) Umatilla County
MARCA Electric , Inc. Contract No. 11024 Acceptance Date: March 11,1992	E.Main St. at 6th St.(Klamath Falls) Klamath County
Pynch - Turner,Inc. Contract No. 11045 Acceptance Date: March 11,1992	Willamette Hwy. Rockfalls Lane County
Tidewater Contractors,Inc. Contract No. 11042 Acceptance Date: March 12,1992	Camp Creek Bridge Wallowa County
Pat Aldrich Construction Contract No. 11066 Acceptance Date: March 12,1992	Cox Creek Pedestrian Facility(Albany) Linn County

EXHIBIT I
MINUTES OF 4/23/92

Roy L. Houck Construction Co, Contract No. 11087 Acceptance Date: March 12,1992	N.E. 181st Ave. - Troutdale(Overlay) Multnomah County
R.L. Coats Contract No. 10802 Acceptance Date: March 13,1992	Beaver Marsh S.B. Safety Rest Area Klamath County
Schoolhouse R. Electrical Construction Contract No. 10983 Acceptance Date: March 13,1992	Crater Lake Interchange at Biddle Road(Medford) Jackson County
Roseburg Paving Co. Contract No. 10989 Acceptance Date: March 13,1992	Winchester Interchange N.B. Ramps Douglas County
Holm II,Inc. Contract No. 11069 Acceptance Date: March 13,1992	Paquet Gulch Bridge Wasco County
James W. Fowler Co. Contract No.11082 Acceptance Date: March 13,1992	Airport Rd.-Kees St.(Lebanon) Linn County
Hamilton Construction Co. Contract No. 10875 Acceptance Date: March 17,1992	McKenzie River(Hayden) Bridge Lane County
Elting,Inc. Contract No.11074 Acceptance Date:March 17,1992	Crook County Line - Forest Boundary Wheeler County
James W. Fowler Co. Contract No. 10923 Acceptance Date: March 24,1992	Hancock Hill Passing Lane Douglas County
Morse Bros.,Inc. Contract No. 11044 Acceptance Date: March 24,1992	District4 Overlay Projects-1991 Benton County

EXHIBIT I
MINUTES OF 4/23/92

Eugene Sand and Gravel,Inc.
Contract No. 11046
Acceptance Date: March 24,1992

Willamette Hwy.Passing Lane

Lane County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$10,454,151.42	$ 139,748,063.99
Anticipated Costs	$ 9,941,552.65	$ 140,496,832.16
Percentage Overrun(Underrun)	-4.9%	+0.05%

for Kenneth D. Hamond
Wayne F. Cobine, Manager
Office Of Operations
Date 3-26-92

BMW:bmw

DELAUTH

EXHIBIT I
MINUTES OF 4/23/92

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 92 [July 1]

REGION	8 Months to Date -	+	TOTAL	AVE % by REGION
1	14	11	25	+ 3.9
2	20	3	23	- 5.0
3	17	9	26	+ 0.03
4	14	3	17	- 0.03
5	17	3	20	- 2.5
TOTAL	82	29	111	+ 0.05

- Projects underrunning Original Authorization
+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On February 26, 1992, approved an agreement with Trailsmen Motorcycle Club for trail rebuilding machine rental in Clackamas County. This agreement is effective February 1 through December 31, 1992, at a cost not to exceed $3,000.

Dated this 2 day of April, 1992

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

March 25, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On February 21, 1992, approved an interagency agreement with Oregon State University to conduct a professional training workshop on geotechnical aspects of earthquake engineering. This agreement is for a ten-week course beginning on February 25, 1992, at a cost not to exceed $6,700.

Dated this 6 day of April, 1992

Thomas D. Lulay

Thomas D. Lulay, Bridge Engineer

March 25, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following actions were taken:

1) On January 10, 1992, approved abandonments of damage claims under $5,000 as follows:

CAO-88-130: Balance of damages totalling $2,277.13 to guardrail and pole on Highway No. 64, Route I-205, M.P. 21.12, in Multnomah County. Unable to locate driver.

CAO-89-285: Balance of $3,362.50 for box, wire, and conduit damage and traffic control damage on Tualatin Valley Highway, Rt. 29, M.P. 9.67, in Washington County. Negligence shared between Gary Peterson Construction and Highway Division.

CAO-89-636: Damages in amount of $400.14 to guardrail on Cascade Highway No. 160, Rt. 213, M.P. 10.52, in Clackamas County. Driver cited DUII and now unable to locate driver.

CAO-89-730: Cost of $1,481.88 for conduit damage on I-5, Highway No. 1, M.P. 307.48, in Multnomah County. Negligence undetermined.

CAO-90-241: Balance of $187.69 for bridge rail damage on Mt. Hood Highway, Rt. 26, M.P. 1.02, in Multnomah County. Driver in jail and has no assets.

CAO-88-176, CAO-88-211, CAO-88-212, CAO-88-214, CAO-88-324: Bridge rail thefts in Portland area. Responsible party never found. Total amount of costs never received.

EXHIBIT K
MINUTES OF 4/23/92

2) On January 30, 1992, approved abandonment of the following damage claim:

CAO-91-430: Damage in amount of $1,108.09 to guardrail on Highway No. 64, Rt. I-205, M.P. 22.15, in Multnomah County. Cannot prove negligence.

Dated this 3 day of April, 1992

Don Adams
Region 1 Engineer

March 25, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following actions were taken:

1) On August 20, 1991, approved a personal service contract with Automated Drafting Systems covering scanning, plotting and taping of Green Timber-Pacific City Project. This contract is effective August 22 through 29, 1991, at a cost not to exceed $820.

2) On January 13, 1992, approved abandonments of damage claims under $5,000 as follows:

CAO-89-472: Balance of $468.44 for traffic control damage on the Oregon Coast Highway No. 9, Rt. 101, M.P. 84.12, in Tillamook County. Driver going too fast for conditions and unable to stop when the vehicle in front of him stopped. Insurance policy's limit exhausted.

CAO-89-334: Traffic control damage in amount of $413.97 on Highway No. 161, M.P. 2.6, in Clackamas County. Uninsured motorist.

CAO-89-624: Guardrail repair and traffic control damage in amount of $1,562.96 on North Santiam Highway No. 162, Rt. 22, M.P. 20.0, in Marion County. Unable to locate driver.

CAO-81-068: Bridge damage in amount of $2,628.47 on Highway No. 58, Rt. 99E, M.P. 7, in Linn County. Bankruptcy filed.

Dated this 6th day of April, 1992

Ken Husby

Ken Husby
Region 2 Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following actions were taken:

1) On January 10, 1992, approved abandonments of damage claims under $5,000 as follows:

   CAO-89-239: Guardrail damage in amount of $2,263.46 on Pacific Highway No. 1, Rt. I-5, M.P. 174.1, in Lane County. Unable to locate driver.

   CAO-91-472: Post and sign damage in amount of $76.02 on Pacific Highway No. 1, Rt. I-5, M.P. 163, in Douglas County. Claim under $100 guideline limit.

   CAO-87-560: Guardrail damage in amount of $717.98 on Pacific Highway No. 1, Rt. I-5, M.P. 48.82, in Jackson County. Unable to locate driver or owner of vehicle.

   CAO-91-552: Vandalism in amount of $169.26 to a restroom at Neil Creek Rest Area, I-5, at M.P. 10, in Jackson County. Unable to locate Johnny Aragon.

2) On February 18, 1992, approved an intergovernmental agreement with Douglas County to obtain fuel for the State's vehicles through the County's system. Effective October 1, 1991, through June 30, 1992, at a cost not to exceed $25,000.

3) On March 16, 1992, approved a personal service contract with Longyear Company for drilling training classes. These classes are to be held March 23 through March 26, 1992, at a cost not to exceed $1,935.

Dated this 6th day of April, 1992

James Gix
Region 3 Engineer

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following action was taken:

1) On January 15, 1992, approved abandonments of damage claims under $5,000 as follows:

CAO-89-245: Damage in amount of $1,708.78 to concrete divider on Old Oregon Trail No. 6, Rt. I-84, M.P. 332.5, in Baker County. Unable to locate driver.

CAO-91-454: Cost of $78.77 to cleanup gravel on Old Oregon Trail No. 6, Rt. I-84, M.P. 294.8, in Baker County. Claim is below $100 guideline limit.

Dated this 6th day of April, 1992

J. X. Wilson
Region 5 Engineer

March 25, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
0	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On February 18, 1992, approved an interagency agreement with Chemeketa Community College to conduct "Commercial Drivers License Exam Workshop." This workshop is to be held on February 26, 1992, at a cost not to exceed $675.

Dated this 2nd day of April, 1992

W. J. Quinn
Engineer of Materials and Research

March 26, 1992

731-0314 (10-90)

EXHIBIT P
MINUTES OF 4/23/92

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
Permits & Weighmasters Section

LEG 4-1

DATE: March 16, 1992

TO: Fran Neavoll, Manager
Commission Services Section

Thomas M Bradd

FROM: Thomas M. Bradd, Supervisor
Transportation Permit Unit

SUBJECT: Notice of Rule Adoption
Oregon Administrative Rules, Chapter 734, Division 72

On March 1, 1992, the Secretary of State published notice of proposed rulemaking for Oregon Administrative Rules Chapter 734, Division 72. These rules relate to telephonically authorized permits and the use of facsimile devices to transmit permits.

No requests for hearing were received.

I hereby adopt* these amendments to Oregon Administrative Rules Chapter 734, Division 72 as published by the Secretary of State. I have delegated authority from the State Highway Engineer to adopt rules in Subdelegation Order HWY-3.

dcb

* **ADOPTED ON MARCH 17, 1992**
Permit Rule No. 43a in Commission's files, Salem

-0261 (6-88)

STATE OF OREGON

EXHIBIT P
MINUTES OF 4/23/92

INTEROFFICE MEMO

HIGHWAY DIVISION
Permits & Weighmasters Section

LEG 4-1

DATE: March 16, 1992

TO: Fran Neavoll, Manager
Commission Services Section

Thomas M Bradd

FROM: Thomas M. Bradd, Supervisor
Transportation Permit Unit

SUBJECT: Notice of Rule Adoption
Oregon Administrative Rules, Chapter 734, Division 73

On March 1, 1992, the Secretary of State published notice of proposed rulemaking for Oregon Administrative Rules Chapter 734, Division 73. These rules adopt the vehicle combinations and size requirements of the Surface Transportation Assistance Act of 1982.

No requests for hearing were received.

I hereby adopt* these amendments to Oregon Administrative Rules Chapter 734, Division 73 as published by the Secretary of State. I have delegated authority from the State Highway Engineer to adopt rules in Subdelegation Order HWY-3.

dcb

* ADOPTED ON MARCH 17, 1992

Permit Rule No. 51a in Commission's files, Salem

731-0261 (6-88)

STATE OF OREGON

EXHIBIT P

MINUTES OF 4/23/92 INTEROFFICE MEMO

HIGHWAY DIVISION
Permits & Weighmasters Section

LEG 4-1

DATE: March 16, 1992

TO: Fran Neavoll, Manager
Commission Services Section

Thomas M Bradd

FROM: Thomas M. Bradd, Supervisor
Transportation Permit Unit

SUBJECT: Notice of Rule Adoption
Oregon Administrative Rules, Chapter 734, Division 74

On March 1, 1992, the Secretary of State published notice of proposed rulemaking for Oregon Administrative Rules Chapter 734, Division 74. These rules relate to vehicle combinations transporting divisible loads and triple trailers.

No requests for hearing were received.

I hereby adopt* these amendments to Oregon Administrative Rules Chapter 734, Division 74 as published by the Secretary of State. I have delegated authority from the State Highway Engineer to adopt rules in Subdelegation Order HWY-3.

dcb

* ADOPTED ON MARCH 17, 1992

Permit Rule No. 60D in Commission's files, Salem

EXHIBIT P
MINUTES OF 4/23/92

STATE OF OREGON — INTEROFFICE MEMO

HIGHWAY DIVISION
Permits & Weighmasters Section

LEG 4-1

DATE: March 16, 1992

TO: Fran Neavoll, Manager
Commission Services Section

Thomas M Bradd

FROM: Thomas M. Bradd, Supervisor
Transportation Permit Unit

SUBJECT: Notice of Rule Adoption
Oregon Administrative Rules, Chapter 734, Division 75

On March 1, 1992, the Secretary of State published notice of proposed rulemaking for Oregon Administrative Rules Chapter 734, Division 75. These rules concern transportation of mobile homes and modular building units.

No requests for hearing were received.

I hereby adopt* these amendments to Oregon Administrative Rules Chapter 734, Division 75 as published by the Secretary of State. I have delegated authority from the State Highway Engineer to adopt rules in Subdelegation Order HWY-3.

dcb

* ADOPTED ON MARCH 17, 1992

Permit Rule No. 50d in Commission's files, Salem

731-0281 (8-88)

EXHIBIT Q
MINUTES OF 4/23/92

TO: Oregon Transportation Commission

FROM: Confirmation Report Of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records.

1. On February 27, 1992, approved an Interagency Service Agreement with Oregon State University, Survey Research Center, to conduct a survey to determine public satisfaction with DMV Field Offices. The contract covers the period of April 1, 1992 to August 31, 1992 at a cost of $ 5,752.00.

Dated This 1ST day of APRIL, 1992

Jane Hardy Cease

Jane Hardy Cease, Administrator
Motor Vehicles Division

EXHIBIT R
MINUTES OF 4/23/92

Report of Condemnation Cases Dismissed

State v. Kimmel
L - 9726
R - 6032018

Section:	Redmond-Bend North Unit
Highway:	The Dalles-California
County:	Deschutes
Remarks:	Settled by Highway
Amount of Complaint:	$20,450
Option Amount:	$38,000

State v. Burwell
L - 9773
R - 58170

Section:	McKenzie Highway Passing Bays (3)
Highway:	McKenzie
County:	Lane
Amount of Complaint:	$8100
Option Amount:	$7000

Report of Condemnation Cases Settled

State v. Cawley
L - 9631
R - 6047008

Section:	Murray Blvd.-Fanno
Highway:	Scholls
County:	Washington
State's Deposit:	$600
Answer:	$53,140
State's 30 Day Letter Of Offer:	$4,001
Settlement:	$10,000
Justification:	The highest and best use of the property was changing from single family residential to commercial. Albertson's made an offer for property which concluded the defendant's property at a much higher value than the State's offer. Settlement was based on the per square foot value of Albertson's offer as it better reflected the market value of the property.
State's Attorney:	Roger Warren

EXHIBIT R
MINUTES OF 4/23/92

State v. Gonzales
L - 9685
R - 6042035

Section:	Airport Way-Cairo Junction
Highway:	Olds Ferry-Ontario
County:	Malheur
State's Deposit:	$2550
Settlement:	$2550
Justification:	Defendants decided not to litigate the true value of the property and settled for $2550.
State's Attorney:	Robert Petersen

State v. FDIC
L - 9625
R - 58122

Section:	Cornell Road Interchange
Highway:	Sunset
County:	Washington
State's Offer:	$109,400
State's 30 Day Letter of Offer:	$114,401
Settlement:	$114,401
Justification:	Defendants accepted the State's 30-day offer as settlement.
State's Attorney:	Roger Warren

State v. Bottaro
L-9727
R-6081002

Section:	N.E. Portland Highway/N.E. 181st Ave.
Highway:	N.E. Portland
County:	Multnomah
State's Deposit:	$12,550
Answer:	$38,600
State's 30 Day Letter of Offer:	$13,001
Settlement:	$18,000
Comments:	Defendants accepted the State's final offer of $18,000 shortly before trial.
State's Attorney:	Cynthia Fraser

State v. Lisle
L-9722
R-6026006

Section:	Tuwilliger Blvd.
Highway:	Pacific
County:	Multnomah
State's Deposit:	$12,250
Defendant's Answer:	$38,500
State's 30 Day Letter of Offer:	$6000
Settlement:	$6000
State's Attorney:	Cynthia Fraser

State v. Portland General Electric
L-9592
R-58114

Section:	Cornell Road Interchange
Highway:	Sunset
County:	Washington
State's Deposit:	$59,450
Answer:	$106,000
State's 30 Day Letter of Offer:	$85,000
Settlement:	$92,000
Justification:	In a settlement conference prior to trial it was agreed that the State and the defendant would submit their appraisals to the judge and let him determine the just compensation. The judge found that the State's newest appraisal and ordered the State's last settlement offer of $92,000.
State's Attorney:	Wendy J. Paris

State v. Arjay Enterprises, Inc.
L-9714
R-6032037

Section:	Redmon-Bend (North Unit)
Highway:	The Dalles-California
County:	Deschutes
State's Deposit:	$26,500
Defendant's Answer:	$66,500
State's 30 Day Letter of Offer:	$40,001
Settlement:	$40,001
Justification:	Defendants accepted the State's 30-day offer at $40,001.
State's Attorney:	Roger Warren

EXHIBIT R
MINUTES OF 4/23/92

State v. Erwin Anderson
L-9743
R-6060014

Section:	Pacific Hwy. West at Edy Scholls
Highway:	Pacific Highway West
County:	Washington
State's Deposit:	$400
State's 30 Day Letter of Offer:	$5,000
Settlement:	$5,000
Comments:	Defendant accepted State's 30-day offer of $5,000.
State's Attorney:	Cynthia Fraser

Trial Reports

State v. Oregon Worsted
L-9697
R-588878

Section:	Union-Grand Avenue/Viaduct S.E. Highway
Highway:	Pacific Highway East
County:	Multnomah
State's Deposit:	$57,000
Defendants Answer:	$268,000
State's 30 day offer:	$65,000
Trial Report:	Defendants claim that State's temporary taking would cause defendants to move or go out of business. The State was successful in arguing that defendants had been damaged in the amount of $4,000-5,000 is all. The jury agreed and awarded $4,500 in damages. Bringing the total judgment to $59,500. Well under the State's $65,000 30-day offer.
State's Attorney:	Roger Warren

EXHIBIT R
MINUTES OF 4/23/92

State v. Circle K Corporation
L-9732
R-6051001

Section:	UPRR O'crossing-Pendleton Hwy
Highway:	Pendleton-Cold Springs
County:	Umatilla
State's Deposit:	$440
Defendants Answer:	none
Trial Report:	Defendants failed to appear. State filed a motion and order for default. Final judgment in the pled amount of $440.
State's Attorney:	Roger Warren

* * * * *

JTT03EF4/DTB/anp

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
S	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

March 15,1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On March 15, 1992 $7,832,799.61 was distributed to the counties as their share of motor vehicle revenues for the month of February, 1992.

On March 15, 1992 $4,923,658.60 was distributed to the cities for the month of February, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of March, 1992.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
T	4/23/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Assistant Director for Finance, the following action was taken:

1) On February 26, 1992, signed a personal service contract with Public Financial Management, Inc., to provide financial consulting services. This contract is effective March 4, 1992, through June 30, 1993, at a cost not to exceed $95,000. (Transportation Commission approved June 25, 1991.)

Dated this 6 day of April, 1992

Tony Lewis
Tony Lewis
Assistant Director for Finance

March 30, 1992

RECEIVED
APR 02 1992
FINANCIAL SERVICES

731-0314 (10-90)

MINUTES

OREGON TRANSPORTATION COMMISSION MEETINGS

TOUR
DINNER
MAY 20, 1992

FORMAL MEETING
LUNCH
OREGON TRANSPORTATION PLAN STEERING COMMITTEE
MAY 21, 1992

Baker City, Oregon

At 12:30 p.m., May 20, 1992, the Oregon Transportation Commission and staff met at the Sunridge Inn in Baker City for a tour. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Roger Breezley, Member
Donald E. Forbes, Director of Transportation
Paul Meyerhoff, Manager, Transportation Development
J. X. Wilson, Region 5 Engineer
Walt McAllister, Traffic Safety
Dick Unrein, Bikeway Program Manager
Fran Neavoll, Commission Services

There were other staff persons on the tour.

Before the tour began, the Commission traveled to the Oregon Trail Regional Museum for a box lunch.

In recognition of Oregon Bike Commute Week (May 18-23), the Commission rode bicycles through downtown Baker City with Tim Collins of the Bicycle Advisory Committee.

Following their 30-minute bicycle tour, they returned to the Sunridge Inn for the remaining tour on a bus provided by HELP, Inc. (a public transit provider). The Commission was joined by the following local officials:

Steve Bogart, Baker County Judge
Brian Cole, Baker County Economic Development Director
Lynn Pryse, Baker District Manager of Oregon Trail Electric Co-op

The Commission, staff, and local officials viewed the following projects on the tour:

- Main Street/I-84 Section (Campbell St.), Baker-Copperfield Highway. (Surface Preservation Project.)
- Salisbury Junction-S.C.L. Baker City Section, Whitney Highway. (Surface Preservation Project.)
- Dooley Mountain Bridges, Dooley Mountain Highway
- Unity Junction-Unity Forest Wayside Section, John Day Highway
- Unity Reservoir State Park
- Grant County Line-Forest Boundary Section and Forest Boundary-Unity Junction Section, John Day Highway
- John Day Scenic Vistas Project, U.S. Forest Service Wetmore Campground, John Day Highway
- Austin Junction-Baker County Line, John Day Highway
- Mason Dam-Salisbury Junction Section, Whitney Highway
- Flagstaff Hill Section-Baker/Copperfield Highway
- Dredge site located in Sumpter

The Commission was handed a written narrative for the above projects. (Copy in Commission's files, Salem.)

Mr. Wilson told the Commission that the Mason Dam-Salisbury Junction Section Project on the Whitney Highway was listed in the developmental section of the Six-Year Program. He explained that a recent decision has been made to remove this project from the proposed 1993-1996 Transportation Improvement Program. He said this project would be restudied for inclusion of passing lanes to increase the safety and convenience of the traveling public.

The Commission then toured the National Historic Oregon Trail Interpretive Center, which is scheduled to be opened on May 25, 1992. In recognition of the historical significance of the Oregon Trail, the Bureau of Land Management, the State of Oregon, and Baker County cooperatively developed the Interpretive Center at Flagstaff Hill, five miles east of Baker City on Oregon Route 86. The Interpretive Center was designed to help visitors understand the Oregon Trail migration and pioneer era. Exhibits portrayed pioneer experiences along the Oregon Trail. Outdoor displays will include a pioneer encampment, and an authentic gold mining operation. The Commission also viewed the still-visible ruts of the pioneer wagon wheels. The Department of Transportation's involvement in the project was the construction of the left-turn refuge lane and access to the State Highway.

The tour concluded at 6:45 p.m.

At 7 p.m., May 20, 1992, the Oregon Transportation Commission held a working dinner with local officials at the Kopper Kitchen Restaurant, 480 Campbell Street, Baker City. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Donald E. Forbes, Director of Transportation
Paul Meyerhoff, Manager, Transportation Development
J. X. Wilson, Region 5 Engineer
William Anhorn, Deputy Director and State Highway Engineer
Jane Cease, Manager, Driver and Motor Vehicle Services
Joni Reid representing Public Transit
Fran Neavoll, Commission Services

There were other staff persons present, as well as Byron Brinton of the Record-Courier, Baker City Newspaper, and Representative Ray Baum. There were approximately 18 other local officials present from the following locations:

Harney, Baker, and Union Counties
Cities of John Day, Baker City, Umatilla and Prairie City
New Day Enterprises of La Grande, a transit provider.

Following dinner, Baker County Judge Steve Bogart welcomed the Commission. Region 5 Engineer J. X. Wilson introduced the Commission members, Mr. Forbes, and Mr. Anhorn.

Following the introductions, Chairman Hollern told of the importance for the Commission to travel to various parts of the State to participate in tours and to learn of the Region's transportation needs. He commented it was necessary for the Commission to know the thinking of the local citizens in order for them to develop and administer transportation policies for the whole State of Oregon.

Judge Bogart introduced a local theater group, known as The Crossroad Players. He explained they would perform vignettes at the opening of the Oregon Trail Interpretive Center on May 25 as to their interpretation of the experiences along the Oregon Trail.

The Crossroad Players read from diaries of the 2,000-mile journey from Independence, Missouri, to Oregon City between the years 1841 and 1869. The group performed vignettes showing the courage and determination of the past generations and of the dramatic transition of these settlers.

The dinner meeting adjourned at 8:45 p.m.

On May 21, 1992, the Oregon Transportation Commission held its regular monthly meeting at the Baker City Hall, 1655 First Street, Baker City, beginning at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Donald E. Forbes, Director of Transportation
Paul Meyerhoff, Manager, Transportation Development
Jane Cease, Manager, Driver and Motor Vehicle Services
William Anhorn, Deputy Director and State Highway Engineer
J. X. Wilson, Region 5 Engineer
Fran Neavoll, Commission Services

There were other staff persons present and representatives of the news media.

Commissioner Bolender moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission.

1) Minutes of the April 23, 1992, meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2847 in Commission's files, Salem.)

3) Financial aid to municipalities program grant to the Port of Tillamook Bay in the amount of $4,500 for a Federal construction project at the Tillamook Airport.

4) Amendment to the contract with Driver and Motor Vehicle Services and DMR Group, Inc. for the purpose of assisting with the Division's organization restructure. The amendment provides for an additional payment in the amount of $9,600. (Authorized Manager of Driver and Motor Vehicle Services to sign amendment.)

5) Payment of 1993 dues to the National Association of Governors' Highway Safety Representatives in the amount of $3,547 for the period of July 1, 1992, through June 30, 1993.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Manager, Human Resource and Organizational Development	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Manager	Exhibit H
Region 4 Engineer	Exhibit I
Region 5 Engineer	Exhibit J
Engineer of Materials and Research	Exhibit K
Assistant Attorney General	Exhibit L
Highway Controller	Exhibit M

The Commission confirmed their next meeting date of June 16 in Salem. Mr. Forbes said a joint luncheon is scheduled with the Parks and Recreation Commission to honor the Jackson Scholars. Chairman Hollern asked the staff to consider a joint meeting with the Parks Commission if there were significant issues to discuss.

The Commission tentatively set July 21, 1992, in Salem for their following meeting.

Mr. Forbes said there were some unresolved concerns from previous discussions with the Commission on the Federal Intermodal Surface Transportation Efficiency Act and he gave an update on the following issues:

1) Request in the form of a resolution from the Local Officials Advisory Committee for an increase in the Surface Transportation Program allocation from 10 percent to 47.6 percent. Also revise provisions of the current agreements with AOC and LOC to exchange Federal dollars for State dollars on a reimbursable cash flow basis at a 94 percent exchange rate.

   Mr. Forbes said the requests were reasonable but have asked that the funds not be allowed to accumulate and to spend the funds in the appropriated fiscal year.

(Continued on next page)

Mr. Forbes commented the staff is still working with LOAC and would return to the Commission with a recommendation.

Mayor Charles Vars of Corvallis was concerned that the funds to local governments not be lost in the first year during which a process was being developed whereby local governments would be able to zero its balance by the end of the fiscal year.

2) Advance right-of-way acquisition issue. Mr. Forbes discussed the concerns of this issue and he said the staff is not ready to make a recommendation to the Commission at this time.

3) Highway and transit planning funds for Metropolitan Planning Organizations pass through the Department. Previously, only Federal Highway Funds were managed on the State level.

Mr. Forbes said it must be determined whether the Department will provide all or partial match for the local highway and transit planning programs. He mentioned this will be discussed further in the 1993-95 proposed budget.

As a follow-up to the discussion at the April meeting, Mr. Forbes said he would like to make a staff presentation on the Access Oregon Highways Program and the possible inclusion of US 20 prior to hearing from the delegations.

Mr. Forbes began by saying the purpose of the Access Oregon Highways Program was to provide for economic growth, focus on investment, and provide a 55 MPH system to move people and goods. He discussed the funding, the criteria, and the selection of highways for the program. He showed charts that outlined the following:

- Relative rankings of US20 and US26 compared to other State routes.
- Factors considered in selection of US20 for Access Oregon Highways.
- City populations along US20 and US26.
- Relative needs costs on US20 versus US26.

Mr. Forbes said the staff recommendations on the US20 versus 26 issues are as follows:

1) Reaffirm current Access Oregon Highway System.

2) Take an aggressive stance to include US20 in the National Highway System.

3) Commit to modernization improvements on US20.

(Copy of written presentation in Commission's files, Salem.)

Grant County Judge Kevin Campbell expressed concern that the issue was US26 versus US20. He said it would be easier to reach resolution if the discussion was about the region for the good of the State rather than one route versus another. He felt accessibility was one of the greatest factors to Eastern Oregon in sharing in the growth of Oregon. He said the Access Oregon Highways Program commits to improvement of conditions and recognition. He felt that recognition of US20 is the key factor and not the commitment to improvement. He said the continued designation of US26 is essential and he felt accommodations can be made to include US20 in the recognition phase without committing the funds to bring it up to equal standards of the other Access Oregon Highways.

Harney County Judge Dale White reiterated Judge Campbell's comments. He said their position is to add US20 and to retain US26 on the Program. He also felt that recognition was the key factor in this designation. He was concerned that the tourist maps are starting to show the Access Oregon Highways. He felt it was important that US20 be included as these designations are the key to the economic vitality of southeastern Oregon and to the traveling public. He encouraged the Commission to rethink the staff decision and to designate US20 as an Access Oregon Highway. He said they are not asking for any more funding.

Chairman Hollern explained that the Senate Interim Committee on Transportation asked that this issue be reconsidered by the Commission. He said their request was to add US20 but if it could not be added, then to replace US26 with US20.

A gentleman from the audience indicated that the Association of Oregon Counties also supports inclusion of US20 on the Access Oregon Highways Program and as a highway of national significance.

Steve Grasty from Harney County felt that US26 should not be replaced by US20. He also felt the recognition of US20 as an Access Oregon Highways was important, not the funding, and the issue of the maps with the routes of the Access Oregon Highways is a concern.

Judge White said he has heard that the Department of Economic Development, Tourism Division, is focusing on the Access Oregon Highways Program routes.

Pauline Brayman, Editor of the Times-Herald in Burns, said that the Access Oregon Highways map is going to all the newspapers in the State and it is an excellent map to publish. She reiterated that recognition of this highway is the issue and it is imperative that the recognition be allocated to US20. She said other agencies are using Access Oregon Highways Program routes as a promotional tool for tourism.

Bill Deist, City Administrator of John Day, also spoke about the recognition of US20 being important to their part of the State. He said this was never meant to be a US20 versus US26 issue. He referred to a letter showing the breakdown of County contributions to ODOT projects over the last five years and he stated Grant and Harney Counties have been two of the State's best partners. (Letter from Region 5 dated May 18, 1992, in Commission's files, Salem.)

Jim Kimberling, Public Works Director and representing the Malheur County Court, spoke in support of adding US20 to the Program for all the reasons stated previously.

Byron Brinton, Publisher of the Record-Courier, Baker City, spoke in support of adding Highway 7 to the Access Oregon Highways Program. He felt that both US20 and US26 are needed for a three-route system.

Vice Chairman Whitty commented that when the Access Oregon Highways Program was adopted the primary goal was to focus funds on areas of the State that would make a difference to all of Oregon. He said he was concerned that the Commission would receive other requests for additions to the Program.

Commissioner Bolender said he was not sure that the Access Oregon Highways Program should be continued as a promotional tool and he agreed that adding one route could set a precedent.

Commissioner Ford commented that the promotional issue was not the intent of the Commission. She felt this would "open the door" for additional requests and this would defeat the Program's original purpose.

Judge White commented that US20 was the original recommendation of the staff of the Highway Division and it did met the criteria for the Program.

Ms. Brayman suggested changing the name of the Access Oregon Highways Program and asking the Department of Economic Development to apply the Access Oregon Highways to all the entry points into Oregon, which would give equal promotion to US101, 140, 7, 20 and 26.

Judge Campbell also suggested that the Department work closely with the Department of Economic Development to develop some type of recognition program to address those highways on the Access Oregon Highways Program, interstate, coastal, or those highways that are at a 55 mile-per-hour standard.

Mayor Vars of Corvallis stated that in the Oregon Transportation Plan there is a Preferred System Map showing highways of statewide significance. He mentioned that the Access Oregon Highways, US20, and the Interstate Routes are included. He suggested that this map be distributed with a recommendation for use as a promotional tool.

Baker County Judge Bogart reaffirmed the opinions of Harney and Grant Counties. He said one of the things in the motion that causes concern is the shifting of the Access Oregon Highways Program to the Corridor Program. He explained that the Corridor Program was endorsed by some of the counties under the assumption of an Access Oregon Highways Program. He said Baker County requested additional corridors, which were not included.

Vice Chairman Whitty moved and Commissioner Bolender seconded the following motion.

1) Reaffirm that US26 remain a part of the Access Oregon Highways Program.

2) Pursue every effort for designation of US20 as a part of the National Highway System. If designation is not successful and the Program still exists, reexamine US20 for addition to the Access Oregon Highways Program.

3) Review the entire Access Oregon Highways Program, such as the name of the Program and whether the Program is needed in light of the Transportation Plan.

The motion carried unanimously by the Commission.

Chairman Hollern recessed the meeting at 9:47 a.m., and reconvened it at 10:04 a.m.

Chairman Hollern presented Dick Unrein, Bikeway Program Manager, with his 35-year service pin. Mr. Forbes stated that Mr. Unrein is retiring the end of the month. Mr. Forbes told the Commission that Oregon is nationally recognized as the most bicycle-friendly state in the Nation and Mr. Unrein has been instrumental in establishing this reputation for Oregon. Mr. Forbes read excerpts from a letter written by T. D. Larson, Administrator, Federal Highway Administration, telling of Mr. Unrein's major impact on bicycle transportation nationwide. (Copy of letter in Commission's files, Salem.)

Carol Mitchell, Manager of Public Affairs, presented the Commission with the new 1992-1993 Official Oregon Highway Map. She said the focus is on Oregon's heritage and the upcoming sesquicentennial celebration (the 150th year of the Oregon Trail).

Paul Meyerhoff told the Commission that the Governor had proclaimed May 11 through 15 as Oregon Transportation Safety Week. (Copy of Governor's Proclamation in Commission's files, Salem.)

Mr. Meyerhoff requested adding $20,000 to the existing metropolitan planning agreement with the Lane Council of Governments. He explained that the Council of Governments has expended all of its Fiscal Year 1992 allocation of planning funds due to additional staffing and an increasing workload. The request is to spend $20,000 of obligated Fiscal Year 1993 planning funds in the last quarter of Fiscal Year 1992, reducing the overall available 1993 funds by $20,000. He said this request would allow them to continue with their work on its current schedule. Commissioner Bolender moved for approval of the request. The motion carried unanimously and the Commission authorized the Deputy Director to sign the supplemental agreement.

Jane Cease gave an informational report on the Commercial Driver Licensing Program, which was implemented on April 2, 1990. She said the number of licenses issued through April 30 was 69,239. There are 487 drive test appointments still pending. She commented that most of the drivers are in compliance with the law and the Division has successfully implemented the Program. (Written information was given to the Commission. Copy of letter dated May 19, 1992, is in Commission's files, Salem.)

Mrs. Cease recalled that in October 1991 the Commission approved a request to begin work on a major redesign of its work systems and associated computer systems. The request also included implementation of an interim operating platform for DMV's field office software. She updated the Commission on the progress. She handed the Commission a letter which highlighted some of the significant work done and a brief synopsis of the major work planned between now and July of this year. (Copy of letter entitled Information Systems Strategic Plan dated May 19, 1992, in Commission's files, Salem.)

Mr. Anhorn requested adding the Owens Creek Bridge No. 10673A on the Ukiah-Hilgard Highway in Umatilla County to the Construction Section of the 1991-1996 Highway Improvement Program. The total estimated cost is $316,000. He explained that the structure was built in 1956 by the County prior to the State taking jurisdiction over the roadway. He said, without reconstruction soon, the structure will have to be closed due to its substandard width and for exceeding the allowable deflection rate under live loading. He commented the Forest Service has agreed to pay $60,000 of the replacement cost if the contract is let this year. The remainder would be paid with Highway Bridge Replacement Funds and State matching funds. Vice Chairman Whitty moved for approval. The motion carried unanimously for adding the project to the Program and the Commission authorized the State Highway Engineer to sign the necessary agreement.

Upon Mr. Anhorn's recommendation, Commissioner Ford moved and the motion carried unanimously by the Commission increasing the project authorization on Contract No. 11,174 for the Main Street-I-84 (Baker City) Project on the Baker-Copperfield Highway in Baker County in the amount of $32,011.79 (8.2% increase).

Region 5 Engineer J. X. Wilson requested approval of a cooperative improvement agreement between the State, Union County, Wal-Mart, and Marizona. He explained that Wal-Mart plans to construct a retail store at La Grande along the Wallowa Lake Highway. The agreement provides that Union County and Wal-Mart will construct an access road (Walton Road) from the Wallowa Lake Highway to Cove Avenue, which is a County Road. The State will provide the traffic signal at this intersection at an estimated cost of $150,000. He explained this signal would be a benefit to the State in that it would allow traffic to access the County Road System and also reduce the impact of Wal-Mart traffic on the Wallowa Lake Highway. Commissioner Bolender moved for approval of the agreement. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreement.

Mr. Anhorn requested approval of $14,377,000 in consultant contracts for preliminary engineering and support services for Fiscal Year 1993. He said these services are necessary because the staff is not available to do the additional project development and construction work required to utilize the 56 percent increase in Federal highway funding. He handed the Commission a list of the contracts requested, which were divided into flexible services, support services, and project categories. He explained an estimated 1,650 full-time employees are needed to deliver the highway portion of the 1993-98 Transportation Improvement Program and 1,250 employees are available. He said this request is part of the estimated 100 employees in consultant services needed to help close the 400 employee gap. He commented that an estimated $5,000,000 of the $14,377,000 request would be expended during the 1993 Fiscal Year. In response to Mr. Anhorn's question, Chairman Hollern indicated he preferred the requests be presented as a package, rather than on an individual basis. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission authorizing the State Highway Engineer to proceed on the contract selection and granting him authority to award and sign the contracts when prepared. The following project categories for consultants were approved by the Commission:

Flexible Services		
Bridge Section	$1,150,000	
Environmental Section	$1,650,000	
Roadway Section	$ 675,000	
Region 1	$ 300,000	
Region 2	$ 50,000	
Region 4	$ 210,000	
Subtotal		$4,035,000
Support Services		
Bridge Section	$2,750,000	
Right of Way Section	$ 80,000	
Roadway Section	$ 575,000	
Material Testing	$ 50,000	
Subtotal		$3,455,000
Project Work		
Elk Creek Tunnel	$ 700,000	
Cascadia State Park Bridge	$ 200,000	
Scottsburg Bridge Environmental Assess.	$ 500,000	
River Rd. - Delta Inter. Environ. Assess.	$ 500,000	
Rhododendron - Hwy. 35 Corridor Study	$ 800,000	
Mt. Hood Parkway EIS	$ 700,000	
Zigzag - Rhododendron, Hwy. 26	$ 40,000	
Scholls Hwy. @ Beef Bend Road	$ 25,000	
Westside LRT/Hwy. Project (add'l drilling)	$ 200,000	
Westside LRT/Hwy. Project (traffic)	$ 22,000	
30th Avenue Interchange	$ 700,000	
M.P. 19.0 - Tiller/Trail	$ 500,000	
Rex Hill - Dayton Junction	$2,000,000	
Subtotal		$6,887,000
TOTAL		$14,377,000

Following Mr. Anhorn's recommendation, Commissioner Ford moved for approval to allow Region 5 to use a portion of their uncommitted 1992 Preservation Funds to cover increases in two projects. The motion carried unanimously by the Commission for the following projects:

1) Willow Creek-Central Oregon Highway Project
John Day Highway, Malheur County
Contract No. 11,198
Overlay 11 miles from M.P. 267.2 to M.P. 278.2
Cost: $225,000

2) Jordan Creek-Burns Junction (North Unit) Project
I.O.N. Highway
Harney County
Contract No. 11,153
Recycle and overlay a 14-mile section
Cost: $200,000

Nancy Butler-McGuire representing the Special Transportation Grant Evaluation Panel and serving the Public Transit Division spoke concerning the Transportation Improvement Program process. Her comments are summarized as follows:

1) She envisioned much disparity of the funding between the metro areas and the "rest of the State".

2) The process discourages coordination and shared use of vehicles. It will encourage inefficient use of higher mileage vehicles, as systems attempt to get equipment replaced by running up miles. The mileage criteria would affect their area and systems with tough terrain and weather conditions.

3) The criteria should be placed on need and the Evaluation Panel was a good way to address those needs objectively. Setting a fixed amount of funds for replacement does not adequately address needs.

Mrs. Butler-McGuire closed by saying the Evaluation Panel was of great value to the State as it looked objectively at the grants and where the funds should be spent. She felt that the replacement vehicle decisions will be made without any input or guidance from the State.

Mr. Meyerhoff said the issue of setting a fixed mileage replacement formula on the vehicles was developed in an effort to deliver a transit program in the Transportation Improvement Program. He commented that the transit providers do not feel this formula is efficient and the best way to operate the program. He said the staff will rethink this issue of whether a formula is needed. He commented it is necessary to recognize the funding needs on a regional basis.

Mayor Jerry Moore of City of Union spoke concerning the replacement of water lines underneath the highway in connection with the rebuilding and surfacing of Main Street in Union. He said the State had given them a cost range of $20,000 to $75,000. He requested a more specific cost estimate. He also said he had contacted the State several times to clean up some property in the City, but nothing has been done.

J. X. Wilson said he was not aware of the cleaning up of the property and he will look into the situation. Concerning the water line problem, it was his understanding that the City did not have the funds. He said there was a proposal before the City Council where the State would fund the project and the City would reimburse them over a period of time on their future revenue. Mayor Moore said it had gone to the City Council, but they were hesitant to make any kind of arrangements on such a cost range. They would like a firm cost estimate. Mr. Wilson said he would work with the City on this issue.

Larry Griffith, Executive Director of the Baker County Chamber of Commerce and Baker City Councilman, addressed the Commission concerning the Oregon Transportation Plan, summarized as follows:

1) Encouraged the Commission to continue their broad-based approach to transportation planning for the future of Oregon.

   Requested consideration be given in the long-range plans to making an investment in rural Oregon.

   Requested the Commission look toward the Federal ISTEA as a possible source for increased funding for rural Oregon needs.

2) Suggested time should be allowed for work and analysis on air services in Eastern Oregon. The Plan leads one to believe that a final decision has been made for new air service support in La Grande.

   Mr. Griffith said an air service support center in Baker County could ultimately achieve the Plan's objectives for Baker City and provide a second center for access from Union County.

3) Concerned that the population growth figures in the Plan Appendix are accurate, particularly as they relate to Baker County.

   (Copy of written presentation in Commission's files, Salem.)

Chairman Hollern said he should address these concerns at the hearing scheduled in La Grande on June 10.

Dwight Hopkins appeared representing a nine-County Eastern Oregon Transportation Planning Group and spoke concerning the Six-Year Transportation Program. He outlined the following suggestions for changing the Program to make it more fair and equitable:

1) Use the prior six-year percentage split to allocate funds at 55% for counties and 45% for transportation districts.

2) Consider the Oregon Benchmarks which would provide a minimum level of service throughout the State.

3) Use a funding formula that would include road mileage and the size of the county to figure cost/passenger and cost/mile. Also consider current mileage on primary vehicles as priority for replacement.

4) Allow a procedure for coordination and consolidation of transportation programs, as well as for entry of new programs.

5) Consider all available transportation funds when allocating money.

6) Correct Section 18 funding allocations. Section 18 proposed funding does not currently include Baker, Union, Wallowa, Malheur, Umatilla, Deschutes, and Lincoln Counties.

7) Phase in a program to allow more local planning and input into long-range funding allocations. Provide incentives for regional planning on a multi-county level.

8) Take into consideration the growth projections for the elderly and disabled populations.

Chairman Hollern said he would pass his letter onto Paul Meyerhoff for consideration. (Copy of Mr. Hopkins' letter in Commission's files, Salem.)

Mr. Forbes, by use of an overhead projector, discussed the 1993-1995 budget. He said an attempt has been made to develop a series of performance measures, both efficiency (how much and what did it cost) and effectiveness (what did we do and did we do the right thing). He showed a chart covering these measurements for Driver and Motor Vehicles, Operations, and Transportation Development.

Mr. Forbes said the budget premise will refocus priorities and improve the return to the public (minimize overhead and administration). He outlined the assumptions for the development of the budget, sources of funds for 1993-95, uses of funds for 1993-95, and managerial themes/initiatives as it relates to program emphasis.

In connection with the recent Secretary of State's audit, Chairman Hollern asked that the disposition of surplus property under the sources of funding be addressed next month.

Mr. Forbes said the details of the budget will be presented at the June Commission meeting. (Copy of Mr. Forbes' presentation in Commission's files, Salem.)

Chairman Hollern adjourned the formal meeting at 11:30 a.m.

At 12 noon, the Transportation Commission had lunch with local officials at the Kopper Kitchen, 480 Campbell Street, Baker City. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) The same persons were present as at the formal meeting. The luncheon was arranged by Baker County with approximately 25 local officials attending.

Baker County Roadmaster Bill McHaney told how their County cooperates and works with Region 5 on road projects. He mentioned the sharing of surplus material and equipment, technical assistance, and engineering.

Brian Cole, Director, Economic Development for Baker County, told how transportation impacts economic development in Baker County. He discussed the County's economic development effort as follows:

1) Tourism industry (visitors attractions, such as Oregon Trail Interpretive Center, Sumpter Valley State Park, Hells Canyon Area, downtown rehabilitation projects).

2) Advertising and campaigning for future population growth.

3) Business recruitment/development.

Mr. Cole discussed the issues that affect the economy and he specifically mentioned scheduled air service into Baker City and La Grande. He closed by saying that he looked forward to continuing their partnership with the Department on transportation issues.

Judge Bogart thanked the Commission for scheduling their meeting in Baker City.

The luncheon adjourned at 1:15 p.m.

At 1:30 p.m. the Oregon Transportation Commission met with other members of the Oregon Transportation Plan Steering Committee in the Baker County Courthouse, 1995 Third Street, Baker City to discuss the Transportation Plan. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Donald E. Forbes, Director of Transportation
Jane Cease, Manager, Driver and Motor Vehicle Services
Paul Meyerhoff, Manager, Transportation Development
Mark Ford, Manager, Strategic Planning
Dave Bishop, Manager, Transportation Plan
Fran Neavoll, Commission Services

There were other staff persons present. In attendance were other members of the Oregon Transportation Plan Steering Committee as follows:

Ray Baum, State Representative
Charles Vars, Mayor of Corvallis
Kevin Campbell, Grant County Judge
Martha Pagel, representing the Governor's Office

Dave Bishop began the meeting by saying the Oregon Transportation Plan Multimodal System Element (a draft of the text as well as the Executive Summary in the form of a brochure) has been published and mailed throughout the State announcing 13 public meetings in late May and June to receive public input.

Mr. Bishop recalled that the goals, policies and actions in the Draft Oregon Transportation Plan Policy Element, Committee Draft Two With Commentary, were developed by five Policy Advisory Committees. He said these policies and actions were the focus of public meetings throughout Oregon in November and December and are being modified as a result of the comments. He handed the Committee a document for their discussion containing a summary of the recommendations of the Policy Advisory Committee. (Copy in Commission's files, Salem.)

Mr. Bishop said a public hearing was planned in August on the Policy and System Elements and the document will be presented to the Commission in September for adoption. There was discussion whether to have one or several hearings throughout the State. Mr. Bishop said only one hearing is required and the staff suggests having the hearing in Salem. He commented the entire Commission does not have to be present and the Commission could direct the staff to conduct the hearing. The Committee set August 25 in Bend at 1:30 p.m. for the public hearing on the Transportation Plan. Chairman Hollern asked the staff to consider holding the formal meeting of the Commission that morning.

Mr. Bishop said the Finance Policy Advisory Committee and the Steering Committee should meet in July to discuss the financing alternatives of the Plan.

Mr. Bishop began the discussion on the Transportation Planning Guidelines in the System Element. He recalled that last month it was agreed to include a one-page summary, but have the 12-page discussion paper available. He handed the Committee a 13-page discussion paper. He said he is asking their approval for release of the draft guidelines for public review. (Copy of Draft Transportation Planning and Performance Requirements for State, Regional, and Local Governments Discussion Paper May 12, 1992, in Commission's files, Salem.) He said this discussion paper clarifies the State, regional, and local governments' requirements for transportation planning. He explained that this discussion paper may need to be adopted as an administrative rule. Vice Chairman Whitty asked staff to check with legal counsel if the Commission has the authority to impose planning requirements on the local jurisdictions.

Mr. Bishop reviewed the 13-page document with the Committee. He said portions of the document come from the Transportation Rule and the Intermodal Surface Transportation Efficiency Act. The comments made by the Committee on the Discussion Paper of the Transportation Planning Guidelines are summarized as follows:

Mayor Vars said on page 1, last bullet, change the word from "Recognizes" to "Maintains" an acceptable level of transportation mobility in Oregon's metropolitan areas as a matter of special statewide interest.

Mayor Vars mentioned on page 2, third bullet from end of page, the sentence seems to imply that something should be added to the following bullet as follows:

A summary evaluation of the "complimentary actions among and" tradeoffs between investments in the modal plans.

Mayor Vars commented on page 9, 5a, it says adopt land use and subdivision ordinance amendments that allow transit oriented development. He thought that should say facilitate, encourage, etc. Chairman Hollern felt Mayor Vars' concern could be met by removing one word and substituting the word "facilitate".

Mayor Vars said on page 10, B, #1, change the wordage to read:

Develop pricing programs that charge road users commensurately with the full costs of use.

After further discussion from the Committee, Mayor Vars asked that the change not be made.

Vice Chairman Whitty said on page 7, B, #2, the word should be "passengers" rather than "passenger", on #6 the word should be "proceedings" rather than "proceeding", and on page 10, B, #2(d), the wordage was unclear. It should read "service shall be provided for off-peak midday services, etc.".

Vice Chairman Whitty asked for clarification on page 9 where it refers to "intermodal". He inquired if it was used in the broad sense he would have no problem. Mark Ford said that would be highways accessing intermodal freight facilities, which could be airports, rail, etc.

Chairman Hollern said in this document it says "should be provided". In the other document, it says "will be provided". He commented that the words of "will, shall, etc." have been changed to "should". The Committee felt that the wordage should be consistent and requested that it be changed from "shall" to "should".

The Committee felt the document should be clearer that the wordage is from existing State and Federal Laws and indicate that is not subject to review. It was also the feeling that the italics should be the new wordage.

Judge Campbell suggested that the document would be clearer if it were marked "New, Proposed, or Existing" so the public knows where their comments can affect change. Mr. Bishop thought that a page of definitions should be added to the document to clarify acronyms such as ODOT, MPO, and OTP. Cynthia Ford commented that the beginning sentences in the outline are not parallel; some start with a verb or an action statement; an example would be on page 7, 2B (1), (2), and (3), etc. She said it would read better to begin with either a verb or a statement. Chairman Hollern suggested beginning the statements with a verb.

There was considerable discussion of page 13, entitled Performance Audits. Vice Chairman Whitty said he would like to know if the Legislature has given the Commission authority to tell local jurisdictions what to do and then have the local jurisdictions tell the State how they are doing. The Committee discussed the State's financial obligation for assistance if requirements are imposed on local governments.

Mayor Vars felt it was an omission in the Plan not to have a statement that there will be periodic updates of the Transportation Plan.

It was consensus of the Committee to change the title from Performance Audit to Evaluation of the Plan.

Mark Ford suggested changing on page 13, Performance Audit, the emphasis toward cooperation and measurement and the document would read:

> In order to monitor the progress toward implementing the OTP and other State and Federal transportation planning requirements, ODOT will develop measures in meeting objectives of the Plan in cooperation with cities, counties, and MPOs.
>
> A) Measures should include and reflect: The same list provided in the document.

Martha Pagel suggested that in order to monitor, there should be wordage that ODOT will periodically evaluate the progress and in cooperation with local governments will develop objective measurements, collect information and report.

Mayor Vars said 7A (2) should be changed to "levels of service standards established for the jurisdictions of the land".

Chairman Hollern suggested that the list be shortened.

Chairman Hollern said the paragraph should be rewritten to indicate that ODOT is accountable for evaluation and that local jurisdictions will cooperate in the evaluation procedure.

Mr. Bishop reiterated the Committee's agreement on Section 7, page 13, Performance Audits as follows:

a) Change to an evaluation process
b) Involve cooperation
c) All jurisdictions involved, MPOs and local jurisdictions
d) ODOT will conduct the evaluation
e) Standard will be developed cooperatively

Mr. Bishop said after the document is revised, he would send to Chairman Hollern for review before release to the public.

Mr. Bishop recalled at the last meeting a copy of the report on Policy Advisory Committee Recommendations - The Benkendorf Report - was handed to the Committee. The key issues identified by Pam Wev-Benkendorf, the consultant, are as follows:

1) There was a strong interest in enhancing intergovernmental cooperation through this planning process. It was suggested that ODOT work more closely with the Department of Economic Development on the port issues.

2) There are different expectations for the role of the State between urban and rural areas.

(Continued on next page)

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2) There are different expectations for the role of the State between urban and rural areas.

(Continued on next page)

3) There was feeling expressed that ODOT should have greater knowledge and information about all modes within its policy staff.

4) There should be further consultation with private industry and trade groups in this planning process.

5) There are questions about when the Policy Plan becomes State policy, and at what point presently pending projects are to be reconsidered in light of the Plan's policies.

6) There were two areas in the Plan that were omitted and are now included in the Policy Document: Better coordination with Federal Land Management Agencies and tourism.

7) The Committees seemed to be happiest when policies and action were as specific as possible.

(Written document in Commission's files, Salem.)

Mr. Bishop asked the Committee to identify issues in the Policy Element for discussion.

Mayor Vars identified the issue of intergovernmental coordination and interaction with local governments earlier in the process. Mr. Bishop asked him to draft some of his thoughts regarding this issue.

Mr. Bishop handed a discussion guide on Committee Draft Two with Commentary of the Policy Element and the Committee took the following actions:

The Committee agreed to the wording changes in the purpose statement, summary, vision, and Goal 1.

Mr. Bishop asked that the Committee disregard the definitions of "balance" and "efficient" and discuss them at their June meeting.

The Committee agreed that the wording on Policy 1C, page 13, be changed from "provide" to "promote".

The Committee agreed that the policy in 1D regarding environmental responsibilities should read "to encourage conservation of natural resources" and 1d(2) should refer to the Federal and State Clean Air Standards.

The Committee voted four to two to leave the Action 1E-4 statement in the document to say "complete the Access Oregon Highways Program".

Action 1E-5 states: In cooperation with Federal agencies, develop a rural areas transportation access plan for State and Federal lands and recreation areas. The Committee suggested that the wording be rewritten to include cooperation with local governments and Federal agencies.

Chairman Hollern said the discussion will continue at the next meeting on this guide of the Policy Element. (See written guide in Commission's files, Salem.)

Mr. Bishop said the next meeting of the Steering Committee will be June 16, 1992, from 1:30 p.m. to 4:30 p.m., in 122 Transportation Building, Salem.

Chairman Hollern adjourned the meeting at 3:30 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Member

Cynthia J. Ford, Member

Roger L. Breezley, Member

Commission Services

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - ST JOHN'S BRIDGE SECTION

County: Multnomah — Highway: NORTHEAST PORTLAND (US-30)
Type of Work: Maintenance Coating — F.A. No. BRM-9966(13)

No. of Bidders: 4	Contract No.: 11064
Low: Abhe & Svoboda, Inc., Prior Lake, MN	$3,623,105.00
2nd: Sipco Services & Marine, Inc ., Humble, TX	$3,645,843.00
3rd: Oliver B. Cannon & Son, Inc., Tri-Cities, WA	$3,942,614.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#2 - DURKEE INTERCHANGE - LIME SECTION

County: Baker — Highway: OLD OREGON TRAIL (I-84)
Type of Work: Grading, Structures, Paving, Signing, and Signals — F.A. No. IM-84-7(18)327

No. of Bidders: 4	Contract No.: 11170
Low: Kiewit Pacific Co., Vancouver, WA	$8,975,844.50
2nd: Elting Incorporated, Clackamas, OR	$9,197,454.20
3rd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$9,719,081.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#3 - IRELAND ROAD - OLALLA CREEK SECTION

County: Douglas — Highway: COOS BAY-ROSEBURG (OR-42)
Type of Work: Chip Seal — State Preservation Project

No. of Bidders: 2	Contract No.: 11171
Low: Roseburg Paving Company, Roseburg, OR	$74,168.00
2nd: Central Oregon Pavers, Inc., Redmond, OR	$75,217.70

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 4-2-92

#4 - SW 2ND - SE 8TH STREET (PENDLETON) SECTION

County: Umatilla
Type of Work: Roadwork

Highway: PENDLETON (US-30)
F.A. No. STP-95(1)

No. of Bidders: 2 — Contract No.: 11172

Low: Blue Mountain Paving Company, Yakima, Wa	$104,950.95
2nd: Pioneer Asphalt, Inc. dba Pioneer Construction, Inc., Pendleton, OR	$112,132.45

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of FHWA

#5 - HALLS CREEK BRIDGE SECTION

County: Coos
Type of Work: Grading, Paving and Structure

Highway: ARAGO-ARAGO JUNCTION ROAD
F.A. No. RS-BRS-A417(3), BRS-A417(3)

No. of Bidders: 10 — Contract No.: 11173

Low: Ross Bros. Construction Inc., Salem, OR	$178,420.00
2nd: Holm II, Inc., Stayton, OR	$190,931.00
3rd: Kip Construction Co., Eugene, OR	$194,259.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Coos County and receipt of deposit by the County.

#6 - MAIN STREET - I-84 (BAKER CITY) SECTION

County: Baker
Type of Work: Roadwork

Highway: BAKER-COPPERFIELD (OR-7)
F.A. No. STP-70(7)

No. of Bidders: 3 — Contract No.: 11174

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$327,762.50
2nd: Blue Mountain Paving Company, Yakima, WA	$345,242.75
3rd: Roy L. Houck Construction Company, Salem, OR	$420,501.25

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 4-2-92

#7 - SALISBURY JCT - BAKER CITY SECTION

County: Baker
Type of Work: Overlay and Chip Seal

Highway: WHITNEY (OR-7)
F.A. No. STP-92(6)

Contract No.: 11175

No. of Bidders: 5	
Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$540,139.75
2nd: Blue Mountain Paving Company, Yakima, WA	$582,479.75
3rd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$591,907.25

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#8 - CLEAR LAKE - OLD MCKENZIE HIGHWAY SECTION

County: Lane, Linn
Type of Work: Hot In-Place Recycle

Highway: CLEAR LAKE-BELKNAP SPRINGS (OR-126)
State Preservation Project

Contract No.: 11176

No. of Bidders: 3	
Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$719,646.50
2nd: Wildish Paving Company, Eugene, OR	$775,563.50
3rd: Gordon Paving Inc., Burley, ID	$848,522.75

Engineer's Recommendation: Award to low responsive bidder.

#9 - 1992 DISTRICT 11 OVERLAY PROJECTS

County: Harney, Klamath, Lake
Highways: LAKEVIEW-BURNS (US-395), KLAMATH FALLS-LAKEVIEW (OR-140), & LAKE OF THE WOODS (OR-140)
Type of Work: Emulsified Asphalt Concrete Overlay
F. A. No. STP-48(7)

Contract No.: 11177

No. of Bidders: 3	
Low: Angell Asphalt & Aggregate, Inc., Coos Bay, OR	$2,366,984.75
2nd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$2,387,038.70
3rd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$2,585,902.75

Engineer's Recommendation: Award Schedule "A" to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 4-2-92

A

MINUTES OF 5/21/92

On April 2, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on March 26, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, 5, 6, 7, and 9, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 9TH day of April, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - OREGON COAST HIGHWAY @ HOFFELDT LANE SECTION

County: Curry
Type of Work: Traffic Signal

Highway: OREGON COAST (US-101)
State Operations Project

Contract No.: 11178

No. of Bidders: 6

Low: Schoolhouse R Electrical Construction, Ashland, OR	$89,972.00
2nd: Marca Electric, Inc., Coquille, OR	$99,809.00
3rd: Albany Electric, Inc., Albany, OR	$99,977.54

Engineer's Recommendation: Award to low responsive bidder.

#2 - SE 8TH STREET - SE 10TH STREET (HERMISTON) SECTION

County: Umatilla
Type of Work: Grading and Paving

Highway: EAST HIGHLAND AVENUE
F.A. No. M-7100(4)

Contract No.: 11179

No. of Bidders: 4

Low: Blue Mountain Paving Company, Yakima, WA	$231,638.00
2nd: Gelco Construction Company, Salem, OR	$269,373.00
3rd: Pioneer Asphalt, Inc. dba Pioneer Construction, Inc., Pendleton, OR	$270,768.60

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Hermiston and receipt of deposit by the City.

#3 - NEW PRINCETON SECTION

County: Harney
Type of Work: Grading and Paving

Highway: STEENS (OR-78)
F.A. No. STP-72(3)

Contract No.: 11180

No. of Bidders: 6

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$1,636,893.00
2nd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$1,694,337.50
3rd: McCafferty-Whittle Construction Company, Brush Prairie, WA	$1,926,079.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 4-13-92

A

5/21/92

On April 13, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on April 9, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 2 and 3, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 24TH day of April, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Grant authority to enter into a consultant contract with Cambridge Systematics, inc., to customize, install and train personnel in the use of PONTIS (a software system) to develop, establish, and implement a Bridge Management System. Maximum cost $25,000. Cost will be reimbursed by FHWA in exchange for the implementation data gained from the effort. The Department is not staffed with the expertise needed to install and train for this system. The 1991 Intermodal Surface Transportation Efficiency Act requires the States to develop, establish and implement a Bridge Management System. To assist the States, FHWA has sponsored the development of this system. (Approved by Bill Anhorn on April 8, 1992. Authorize State Highway Engineer to sign necessary contract.)

Dated this 10 day of April, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

April 9, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve these actions listed below and report these actions for your official records:

1) A sole-source personal service contract with OBEC Consulting Engineers for construction services and right-of-way location survey and monumentation on the Cogswell Hill Slide Repair Section, McKenzie Highway, Lane County. OBEC did the original survey and design work on this project. From a liability standpoint and for efficiency of field operations, Region 3 would like to contract with OBEC to complete the survey work required to comply with current standards. Region 3 staffing levels are not sufficient to handle the work at this time. The cost of the project is not to exceed $18,000. (Approved by William Anhorn, State Highway Engineer, on April 15, 1992. Authorize State Highway Engineer to sign contract.)

2) Agreement with Douglas County which provides for the jurisdictional transfer from State to County of a bypassed section of the Coos Bay-Roseburg Highway, State Primary Highway No. 35. Upon completion of construction of the Camas Valley-Camas Mountain Wayside Section of said highway, and upon formal resolution by the Oregon Transportation Commission all right, title, and interest of the State in the bypassed portion shall be passed to Douglas County, so long as used for public road purposes. The County will maintain the roadway as a part of its County Road System. If the right-of-way is no longer used for public road purposes, it shall automatically revert to the State. (Approved by William Anhorn, State Highway Engineer, on April 17, 1992. Authorize State Highway Engineer to sign agreement.)

Dated this 24TH day of April, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

April 20, 1992

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved these actions listed below and report these actions for your official records:

1) On April 7, 1992, approved a sole-source* personal service contract with Lane Council of Governments for Peter Watt to develop a work program on transportation/land use. The cost of the project is not to exceed $10,000. (Approved by Don Forbes, Director, on April 7, 1992. Authorized Paul Meyerhoff to sign contract.)

2) On April 7, 1992, approved a sole-source* personal service contract with the City of Ashland for a transportation/land use video by John Fregonese. The cost is $4,000 to prepare the video. Department of Land Conservation and Development will match the funds grant of $1,000 to finance the total $5,000 video project. (Approved by Don Forbes, Director, on April 7, 1992. Authorized Paul Meyerhoff to sign contract.)

Dated this 29 day of April, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

April 22, 1992

* Contract prepared as intergovernmental, rather than a sole source.

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Interagency agreement with Oregon Health Sciences University, Physical Plant Department, to provide the services of John Casessa to prepare the Bid Specification for Capital Improvements outlined in the State of Oregon Revenue Building Critical Load Study performed under ODOT Contract #10,794. Additionally, John Casessa will act as Project Manager for the solicitation and installation of the emergency generator and Uninterruptable Power Source System. Cost $19,000. If additional work is required, cost will increase $5,000. Contract terminates on June 30, 1993. (Approved by Judy Gregory April 23, 1992.) (Authorize Assistant Director for Administration, now reorganized as Manager of Human Resource and Organizational Development, to sign agreement.)

Dated this 29 day of April, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

April 27, 1992

731-0314(12-90)

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - FREMONT HIGHWAY ROCK PRODUCTION

County: Lake
Type of Work: Rock Production
Highway: FREMONT (OR-31)
State Rock Production

No. of Bidders: 5
Contract No.: 11164

Low: Kincheloe & Sons, Inc., Myrtle Point, OR	$40,205.00
2nd: Western Rock Reduction Company, Shady Cove, OR	$57,970.00
3rd: Fisher Land Co., dba Oakridge Sand & Gravel, Inc., Oakridge, OR	$62,050.00

Engineer's Recommendation: Award to low responsive bidder.

#2 - BOULDER FLAT - FISH CREEK BRIDGE SECTION

County: Douglas
Type of Work: Paving
Highway: NORTH UMPQUA (OR-138)
State Project

No. of Bidders: 2
Contract No.: 11165

Low: Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, OR	$172,170.00
2nd: Roseburg Paving Company, Roseburg, OR	$175,613.00

Engineer's Recommendation: Award to low responsive bidder.

#3 - WARNER HIGHWAY GUARDRAIL PROJECT

County: Lake
Type of Work: Roadwork and Guardrail
Highway: WARNER (OR-140)
F.A. No. RS-170(7)

No. of Bidders: 4
Contract No.: 11166

Low: JAL Construction, Inc., Bend, OR	$441,168.80
2nd: Kerco, Inc., Trail, OR	$476,765.00
3rd: Hardrock Construction, Redding, CA	$510,000.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#4 - LAKEVIEW JCT - MATNEY ROAD SECTION

County: Klamath — Highway: KLAMATH FALLS-MALIN (OR-39)
Type of Work: Class "B" Hot Mix Overlay — State Project

No. of Bidders: 2 — Contract No.: 11167
Low: Klamath Pacific Corporation, Klamath Falls, OR — $412,500.00
2nd: Roy L. Houck Construction Company, Salem, OR — $610,692.50

Engineer's Recommendation: Award to low responsive bidder.

#5 - HILLSBORO SIGNALS (13 LOCATIONS) SECTION

County: Washington — Highway: TUALATIN VALLEY (OR-8)
Type of Work: Signing and Signals — F.A. No. STP-32(26)

No. of Bidders: 8 — Contract No.: 11168
Low: Tice Electric Company, Portland, OR — $499,900.00
2nd: E. County Electric Co. dba Highlite Construction Co., Inc., Brush Prairie, WA — $507,712.60
3rd: Cherry City Electric, Inc., dba Hamilton Electric, Salem, OR — $562,988.75

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#6 - SPRAY - JOHN DAY RIVER (HOLMES CREEK UNIT) SECTION

County: Grant — Highway: JOHN DAY (OR-19)
Type of Work: Grading, Structure, Paving, and Signing — F.A. No. STP-6(25)

No. of Bidders: 15 — Contract No.: 11169
Low: R. L. Coats, Bend, OR — $1,172,295.00
2nd: JAL Construction, Inc., Bend, OR — $1,199,134.70
3rd: Elting Incorporated, Clackamas, OR — $1,295,909.25

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Grant County and receipt of deposit from the County.

B

5/21/92

#7 - EAST MARQUAM INTERCHANGE (N.B. AND BANFIELD ACCESS) SECTION

County: Multnomah
Type of Work: Roadwork, Structures, Signing, Illumination, and Landscaping

Highway: PACIFIC (I-5)
F.A. No. I-IM-5-6(144)301

No. of Bidders: 8

Contract No.: 11154

Low: Max J. Kuney Company, Spokane, WA	$11,736,371.50
2nd: Traylor Bros., Inc., Evansville, IN	$11,787,965.20
3rd: Ledcor Industries Inc., Woodinville, WA	$11,996,831.75

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On March 23, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on March 12, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3, 5, 6, and 7, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 9 day of APRIL, 1992

John Whitty, Vice Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), now reorganized as Manager of Human Resources Management, the following actions were taken:

1) On April 1, 1992, approved a personal service contract with Ruth I. Johnson to conduct two "Public Contact Skills" workshops on August 18 and 19, 1992, and October 13 and 14, 1992, at a cost not to exceed $2,600.

2) On April 2, 1992, approved a personal service contract with Cross & Names to conduct two "Professional Development for Women" workshops on June 30 and August 19, 1992, at a cost not to exceed $1,300.

Dated this 28 day of April, 1992

Judy Gregory
Judy Gregory
Manager, Human Resources Management

April 21, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On March 4, 1992, signed a personal service contract with Resolutions International to develop and present a two-day workshop on partnering services with follow-up sessions and to provide informational training to employees and contractors. This program will be used on approximately four construction projects and one development project. This contract is effective April 10 through December 31, 1992, at a cost not to exceed $25,000. (Chairman Hollern approved November 25, 1991. Duane Christensen signed for State Highway Engineer.)

2) On March 23, 1992, signed Supplement No. 1 to a personal service contract with Parsons, Brinckerhoff, Quade, and Douglas, Inc., for the Western Bypass Study in Washington County. This supplement extends the contract completion date to December 31, 1993. (Transportation Commission approved October 17, 1989.)

3) On March 26, 1992, signed Supplement No. 1 to an agreement with City of Hermiston covering the construction of 1st Street-7th Street (Main Street) of the Hermiston Highway No. 333 in Umatilla County. Supplement provides for the City to perform the construction responsibilities for the State's portion of the project. (Transportation Commission approved the funding of this Surface Preservation Project July 17, 1990, as part of the Six-Year Highway Improvement Program.)

4) On March 26, 1992, signed Supplement No. 4 to a personal service contract with Nan Heim/Associates, Inc., for public involvement services on the Columbia River Highway-Mt. Hood Highway Section of the Mt. Hood Parkway Project in Multnomah County. The supplement extends the contract completion date to October 30, 1993, and adds $43,380 to a new sum not to exceed $115,680. (Transportation Commission approved February 19, 1992.)

5) On March 27, 1992, approved an interagency agreement amendment with Department of Forestry which provides the Department of Transportation to be responsible for workers compensation insurance coverage for Forestry employees who are performing work for Department of Transportation.

6) On March 31, 1992, signed an agreement with Wasco County for the preparation of a bicycle master plan. (Transportation Commission approved December 17, 1991, as part of the F.Y. 1993 Bikeway Program.)

7) On April 1, 1992, signed an interagency agreement with Oregon State University which provides for a study of premature cracking on new bridge deck overlays. This agreement is effective April 1, 1992, through June 30, 1994, at a cost not to exceed $25,000. (Chairman Hollern approved March 17, 1992.)

8) On April 6, 1992, signed Supplement No. 1 to an agreement with League of Oregon Cities which updates the provisions under which Special City Allotment Funds are allocated. The agreement reflects provisions of Senate Bill 1003 approved during the 1991 regular legislative session. (Chairman Hollern approved April 2, 1992.)

9) On April 9, 1992, signed a personal service contract with HDR Engineering, Inc., to provide bridge inspection services in Area 9206. This contract is effective April 9, 1992, through January 31, 1994, at a cost not to exceed $609,155.70. (Transportation Commission approved April 17, 1991.)

10) On April 13, 1992, signed an agreement with Crook County to construct the Ochoco Creek-Crooked River Park Section of the Main Street Bikeway Project. (Transportation Commission approved December 17, 1991, as a part of the FY 1993 Bikeway Program.)

11) On April 13, 1992, signed an interagency agreement with Oregon State University to evaluate the rutting potential of asphalt concrete mixtures. This agreement is effective April 13, 1992, through December 13, 1993, at a cost not to $65,000. (Transportation Commission approved February 19, 1992.)

12) On April 15, 1992, signed Supplement No. 1 to a personal service contract with Wilsey & Ham Pacific covering the Dalton Lake Wetland Mitigation on the Columbia City N.C.L.-Warren Section Project of the Lower Columbia River Highway in Columbia County. This supplement adds $86,204 for a new sum not to exceed $1,215,607.20. (Transportation Commission approved September 19, 1989.)

13) On April 15, 1992, approved a joint resolution from the Council of the Metropolitan Service District for the purpose of certifying that the Portland Metropolitan Area is in compliance with Federal transportation planning requirements.

14) On April 17, 1992, signed an agreement with City of Harrisburg for the development of the Harrisburg Bicycle Master Plan. (Transportation Commission approved December 17, 1991, as part of the F.Y. 1993 Bikeway Program.)

Dated this day 29TH of the April, 1992

William Anhorn

William Anhorn
State Highway Engineer

April 21, 1992

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5/21/92

QUARTERLY REPORT

DAMAGE TO STRUCTURE CLAIMS

Period from 10/1/91 - 12/31/91

	Number	Dollar Amount
CAO DAMAGE CLAIMS OPENED	181 ~~554~~	$ 64,753.17
REVENUE COLLECTED DURING QUARTER		
Full Payments	107	$ 126,445.19
Partial Payments	91	12,325.86
Total Revenue	198	$ 138,771.05
ABANDONMENTS		
Full Claims	19	$ 12,682.56
Partial Claims	5	8,924.23
Total Abandonments	24	$ 21,606.79
CLAIMS PENDING		
Beginning of Quarter	599	$ 212,177.47
End of Quarter	601	$ 181,290.21

Prepared by
Laurie A. Hall, Damage Claims Coordinator
Department of Justice
Finance and Government Section

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5/21/92

QUARTERLY REPORT

DAMAGE TO STRUCTURE CLAIMS

Period from 1/1/92 - 3/31/92

	Number	Dollar Amount
CAO DAMAGE CLAIMS OPENED	122	$ 63,384.85
REVENUE COLLECTED DURING QUARTER		
Full Payments	128	$ 163,399.79
Partial Payments	96	9,460.13
Total Revenue	224	$ 172,860.10
ABANDONMENTS		
Full Claims	32	$ 38,696.84
Partial Claims	10	6,340.18
Total Abandonments	42	$ 45,037.02
CLAIMS PENDING		
Beginning of Quarter	601	$ 181,290.21
End of Quarter	579	$ 127,596.98

Prepared by
Laurie A. Hall, Damage Claims Coordinator
Department of Justice
Finance and Government Section

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Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I took the following action and report it for your official records:

The low bid of West Coast Structures, Inc., Clackamas, in the amount of $1,082,443 for work on the Salmon River Highway at Three Rivers Highway in Polk County was rejected for failure to meet the disadvantaged business enterprise goal assigned to the project by misrepresenting the use of a DBE, which is a violation of ORS 200.75(1)(a). Bids were opened on February 27, 1992.

A review was made of the second low bidder, Holm II, Inc., in the amount of $1,149,633. The bid was accepted by the Transportation Commission on March 6, 1992, and I was authorized to award the contract to the responsive bidder pending DBE review and subject to concurrence of the Federal Highway Administration. Those conditions were fulfilled and on April 21, 1992, I awarded Contract No. 10,991 to the second low bidder, Holm II, Inc.

Dated this 22nd day of April, 1992

William Anhorn, State Highway Engineer

4-21-92

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Salmon River Highway at Three Rivers Highway in Polk County. Bids received February 27, 1992. Contract No. 10,991 awarded on April 21, 1992, to Holm II, Inc., Stayton, at $1,149,633.

2) Maintenance coating on the St. John's Bridge on the Northeast Portland Highway in Multnomah County. Bids received March 26, 1992. Contract No. 11,064 awarded on April 7, 1992, to Abhe & Svoboda, Inc., Prior Lake, MN, at $3,623,105.

3) Work on the Durkee Interchange-Lime Section of the Old Oregon Trail in Baker County. Bids received March 26, 1992. Contract No. 11,170 awarded on April 7, 1992, to Kiewit Pacific Co., Vancouver, WA, at $8,975,844.50.

4) Roadwork on the S.W. Second-S.E. Eighth Section of the Pendleton Highway in Umatilla County. Bids received March 26, 1992. Contract No. 11,172 awarded on April 7, 1992, to Blue Mountain Paving Co., Yakima, WA, at $104,950.95.

5) Work on the Halls Creek Bridge Section of the Arago-Arago Junction Road in Coos County. Bids received March 26, 1992. Contract No. 11,173 awarded on April 7, 1992, to Ross Bros. & Company, Inc., Salem, at $178,420.

6) Roadwork on the Main Street-I-84 (Baker City) Section of the Baker-Copperfield Highway in Baker County. Bids received March 26, 1992. Contract No. 11,174 awarded on April 7, 1992, to J.C. Compton Contractor, Inc., McMinnville, at $327,762.50.

7) Work on the Salisbury Junction-Baker City Section of the Whitney Highway in Baker County. Bids received March 26, 1992. Contract No. 11,175 awarded on April 7, 1992, to Oregon Asphaltic Paving Company, Portland, at $540,139.75.

731-0314A (10-90)

8) Work on 1992 District 11 Overlay Projects on the Klamath Falls-Lakeview, Lake of the Woods and Lakeview-Burns Highways in Klamath, Lake, and Harney Counties. Bids received March 26, 1992. Contract No. 11,177 awarded on April 9, 1992, to Angell Asphalt & Aggregate, Inc., Coos Bay, at $2,366,984.75 (Schedule A).

Dated this 29TH day of April, 1992

William Ludwig
State Highway Engineer

April 22, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On January 9, 1992, approved 4.15% increase in project authorization on Nehalem River (Airport Road) Bridge Project in Columbia County. (Contract No. 11,014) in the amount of $13,566.63.

2) On March 4, 1992, concurred with the approval of a personal service contract between Multnomah County and CH2M Hill Northwest, Inc., covering construction engineering support services during Hawthorne Bridge transition structure replacement. This contract is effective March 4 through December 31, 1992, at a cost not to exceed $30,100.

3) On March 18, 1992, signed an agreement with City of Portland to add left-turn signal phases and left-turn lanes on S.E. 39th Avenue at Woodstock Boulevard. (Project approved under delegated authority on February 1, 1990, as part of the Six-Year Highway Improvement Program.)

4) On March 24, 1992, signed a supplement to an agreement with City of Springfield covering construction, installation, and maintenance of signals at the intersection of North 28th and the McKenzie Highway. (Project was approved by State Highway Engineer on October 23, 1989.)

Dated this 27th day of April, 1992

Cam Gilmour

Cam Gilmour, Manager
Program Section

April 21, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT E	MINUTES OF 5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

April 27, 1992 COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
HES PROJECT					
Biddle Road @ Hilton Road City of Medford		Cancellation			3/13/92
FAS-C, STP PROJECT					
S. Umpqua R. (Happy Valley Rd.) Br. Douglas County	$ 2,032,000	$1,771,000	$ 130,500	$130,500	3/30/92

Approved Cam Gilmour
Cam Gilmour, Manager
Program Section

Date 4/27/92

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731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On February 13, 1992, adopted Speed Zone Order. No. 1011 covering the following sections on the Goshen-Divide Highway, vicinity of Goshen, in Lane County:

   30 MPH from M.P. 0.16 to M.P. 0.34
   45 MPH from M.P. 0.34 to M.P. 0.58

   Rescinded Speed Zone Resolution No. 172 dated October 28, 1954.

2) On February 20, 1992, adopted Speed Zone Order No. 1012 covering the following sections on the Goshen-Divide Highway, vicinity of Goshen and Cottage Grove in Lane County:

   35 MPH from M.P. 15.32 to M.P. 15.44
   45 MPH from M.P. 15.44 to M.P. 15.89
   45 MPH from M.P. 16.73 to M.P. 17.16

   When children are present:

   20 MPH from M.P. 15.32 to M.P. 15.35

   Rescinded Speed Zone Resolution No. 155 dated May 11, 1954, and Speed Zone Order No. 732 dated August 17, 1976.

3) On March 13, 1992, approved a parking prohibition on west side of Pacific Highway East, ORE 99E, in Clackamas County at M.P. 19.51 to M.P. 19.75, south of Canby.

4) On March 19, 1992, approved an agreement with City of Newberg and Fred Meyer covering preliminary engineering, construction, and traffic signal installation at Pacific Highway West and Springbrook Street.

5) On March 23, 1992, approved a parking prohibition on Pacific Highway West No. 1W and McMinnville Hwy. No. 156 in the vicinity of McMinnville as follows:

Pacific Highway West (Adams Street) Southbound

On East side of the Highway:
M.P. 37.12 to M.P. 37.17
M.P. 38.11 to M.P. 38.12

Pacific Highway West (Baker St.) Northbound

On East side of the Highway:
M.P. 37.12N to M.P. 37.16N
M.P. 38.06N to M.P. 38.13N

On West side of the Highway:
M.P. 37.12N to M.P. 37.14N
M.P. 38.05N to M.P. 38.08N

On both sides of the Highway:
M.P. 37.60N to M.P. 37.62N
M.P. 37.65N to M.P. 37.67N

McMinnville Highway No. 156 (Lafayette Avenue)

On West side of the Highway:
M.P. 0.33 to M.P. 0.50
M.P. 1.53 to M.P. 1.60

On the East side of the Highway:
M.P. 0.33 to M.P. 0.58**

**The section between M.P. 0.35 to M.P. 0.42 on the east side of the highway, parking was prohibited on September 19, 1990.

6) On April 1, 1992, approved a temporary parking prohibition at the U.S. Forest Service Park at Eagle Creek east of Tooth Rock on I-84 in Multnomah County from M.P. 38 to M.P. 43 Eastbound and M.P. 39 to M.P. 43 Westbound.

7) On April 1, 1992, approved a parking prohibition on the Hillsboro-Silverton Highway No. 140 on the south side only in Marion County near the vicinity of City of Woodburn from M.P. 37.51 to M.P. 37.56.

8) On April 1, 1992, approved a parking prohibition on the Old Oregon Trail No. 6 in Union County near Five Point Creek from M.P. 253.34 WB to M.P. 253.86 WB (right shoulder).

9) On April 6, 1992, established a 40 MPH speed zone in the community of Silver Lake from M.P. 47.27 to M.P. 47.83 on the Fremont Highway in Lake County. Rescinds Speed Zone Resolution No. 420 dated November 22, 1963. (See Speed Zone Order No. 1013.)

10) On April 9, 1992, approved a parking prohibition on Mt. Hood Highway No. 26 at SE 156th Avenue in Multnomah County from M.P. 8.88 to M.P. 8.92.

11) On April 15, 1992, established a 25 MPH temporary speed zone at M.P. 57.00 on the Wasco-Heppner Highway in Morrow County. The temporary speed zone resolution is effective April 15 through May 15, 1992, during construction of a bridge replacement. (Speed Zone Order No. 1014.)

Dated this 28 day of April, 1992

Dwayne Hofstetter, Traffic Engineer

April 21, 1992

G

5/21/92

DATE: **MAY, 1992**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **JEFFERSON COUNTY**: **WILLOWDALE-MADRAS - THE DALLES-CALIFORNIA HIGHWAY**:
File 26887 - Containing 1.13 Acre; $108,000; Approved 4/27/92.

LANE COUNTY: **OAKHILL-EUGENE-SPRINGFIELD - FLORENCE-EUGENE HIGHWAY**:
2) File 44121 - Containing 4.25 Acres; $53,350; Approved 4/16/92.
3) File 45064 - Containing 6,270 Sq. Ft.; $4,700; Approved 4/01/92.

4) **MARION COUNTY**: **SUPERIOR-VISTA - COMMERCIAL ST.**:
File 15888 (includes File 53929) - Containing 8,090 Sq. Ft.; $45,000; Approved 4/30/92; (this replaces Agenda letter of July 8, 1991 reported on Aug., 1991 report, Item #7).

MULTNOMAH COUNTY:

COLUMBIA RIVER-SE HINKLEY; SE BUSH-SE HAROLD - E. PORTLAND FREEWAY:
5) File 47600 - Containing 627 Sq. Ft.; $600; Approved 4/14/92.
6) File 47682 - Containing 1,683 Sq. Ft.; $1,600; Approved 4/20/92.

N. TIGARD INTERCHANGE-S. TIGARD INTERCHANGE - PACIFIC HIGHWAY:
7) File 50195 - Containing 7,150 Sq. Ft.; $14,000; Approved 4/14/92.

S.E. 97TH AVE.-S.E. BUSH ST. - E. PORTLAND FREEWAY:
8) File 42231 - Containing 52,053 Sq. Ft.; $60,000; Approved 4/25/92.

S.E. BUSH ST.-S.E. HAROLD ST. - E. PORTLAND FREEWAY:
9) File 43350 - Containing 18,236 Sq. Ft.; $27,000; Approved 4/25/92.
10) File 43729 - Containing 11,760 Sq. Ft.; $17,500; Approved 4/25/92.
11) File 45816 - Containing 17,904 Sq. Ft.; $35,000; Approved 4/16/92.
12) File 46301 - Containing 26,040 Sq. Ft.; $46,000; Approved 4/25/92.
13) File 46385 - Containing 12,336 Sq. Ft.; $27,000; Approved 4/16/92.
14) File 46391 - Containing 47,250 Sq. Ft.; $64,000; Approved 4/25/92.

S.E. DIVISION-S.E. FOSTER - E. PORTLAND HWY.:
15) File 45757 - Containing 4,601 Sq. Ft.; $2,350; Approved 4/25/92.

S.E. RAMONA-S.E. WOODSTOCK - E. PORTLAND FREEWAY:
16) File 46357 - Containing 17,743 Sq. Ft.; $40,000; Approved 4/25/92.

PERSONAL SERVICE CONTRACTS: (35-46)

17) Demolition Contract with Al Schattenkirk for demolition of buildings at 2071 & 2157 N.E. Stephens St., Roseburg OR; Remove all debris on site; and Cap Sewer Lines; File 58796; Start Date: 4/17/92; End Date: 5/18/92; $3,700; Approved 4/17/92.

PERSONAL SERVICE CONTRACTS: (Continued)

18) Demolition Contract with Aztec Landscape, Inc.; for removal of all rock and gravel, addition of topsoil, mulch, and fertilizer, grass, temporary cyclone fence, clean site free of debris and trash; at Hewett Site (Sylvan/Hwy. 26 Interchange); File 6125001; Start Date: 3/30/92; End Date: 4/30/92; $6555; Approved 3/30/92.

19) Demolition Contract with Bergeson–Boese & Associates, Inc. for removal of solid wastes found at Tax Lot 1000, Springfield OR; File 25308; Start Date: 4/23/92; End Date: 5/24/92; $11,334; Approved 4/23/92.

20) Demolition Contract with Staton Construction, Inc. for the demolition of commercial buildings and site improvements at 1855 Hawthorne Ave. N.E., Salem OR; includes disconnecting/capping all utilities; wetting and manually removing roofing material containing asbestos; File 6027 003; Start Date: 4/28/92; End Date: 6/11/92; $30,816; Approved 4/28/92.

R/W SERVICE AGREEMENTS: (35–50)

20) Property Acquisition and Relocation Agreement; R/W Service Agreement #382; with Tri–Met Transportation, Washington County; **SW CENTER–SW 76TH – WESTSIDE CORRIDOR PROJECT**; Odot agrees to act for Agency in performing services related to the acquisition of right–of–way for Agency, and other phases preliminary, thereto; Payments will be made through special checking account arrangements; Approved 2/14/92.

21) Supplemental Agreement to R/W Service Agreement #383; with Josephine County; C. & A. #8936; **LONNON RD.–FISH HATCHERY RD. SECTION – NEW HOPE ROAD**; State agrees to act for Agency in performing those services related to the acquisition of right–of–way for Agency; Approved 3/11/92.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

OREGON 212 @ 232ND DRIVE – CLACKAMAS–BORING HIGHWAY:			
6104 003	Victor R. & Nancy J. Povey	$ 200	App. 04/15/92
6104 004	David L. & Judith A. Hoppe	$ 200	App. 04/06/92
6104 006	Timothy John Turnbull	$ 350	App. 04/06/92
	William Alvin & Mayme L. Kidd	$ 2,000	App. 04/13/92
6104 009	Mary Beth (Whitlow) Lewis		

COLUMBIA COUNTY:

COLUMBIA CITY NCL–WARREN – LOWER COLUMBIA RIVER HIGHWAY:			
59144	Carmen L. Vojkufka	$ 77,500	App. 03/31/92

COOS COUNTY:

CATCHING SLOUGH BRIDGE:			
6083 003	Beryl M. Frederickson	$ 1,300	App. 03/30/92

OPTIONS: (Continued)

DESCHUTES COUNTY:

SISTERS–TUMALO – MCKENZIE–BEND:

6098 007	Kimberly Hewitt	$ 3,050	App. 04/15/92
6098 011	Jack C. & Carol R. Tedder	$ 5,275	App. 04/23/92
6098 012	Ken & Elizabeth Minturn	$ 3,300	App. 04/15/92
6098 013	Dwain Herschbach	$ 700	App. 04/23/92
6098 014	Andrew Untermeyer	$ 800	App. 04/15/92
6098 015	Michael P. Boyle; Lori L. Boyle	$ 800	App. 04/23/92
6098 018	Rex E. Parks & Victoria Coulston–Parks	$ 600	App. 04/13/92
6098 019	Duane & Maria Erland	$ 900	App. 04/13/92
6098 020	Peter R. & Barbara A. Thunem	$ 900	App. 04/15/92
6098 022	Michael E. Bailey	$ 1,050	App. 04/20/98
6098 024	Alexander G. Kary	$ 900	App. 04/15/92
6098 026	David & Jeanette R. Fleischman	$ 900	App. 04/17/92
6098 027	Robert T. & Ava A. Hack	$ 1,900	App. 04/15/92
6098 028	Thomas L. & Dianne G. Houck	$ 100	App. 04/17/92
6098 036	Robert D. & Janice D. Cordes	$ 4,300	App. 04/02/92
6098 038	Phillip O. & Joyce A. Norton (Rasmussen)	$ 4,650	App. 03/30/92
6098 046	Dale R. & Karen E. Munson	$ 7,020	App. 04/07/92
6098 049	Howard M. Day	$ 150	App. 04/20/92
6098 050	Frank E. Kimball; Joy M. Kimball	$ 6,150	App. 04/13/92
6098 053	Loran D. & Carolyn M. Poage	$ 882.50	App. 04/20/92
6098 054	Gary Paul Salamone	$ 635	App. 04/13/92
6098 057	Kenneth V. & Joyce Gasior	$5987.50	App. 04/13/92

DOUGLAS COUNTY:

N. ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

6112 021	Alexia D. Simon	$ 41,500	App. 03/18/92

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58780	Dane Smith	$118,000	App. 03/16/92
58806	The Southland Corporation	$ 2,950	App. 04/06/92
59120	William C. Stiles; David A. Jackson; J. William Neuner	$ 3,975	App. 04/17/92

JACKSON COUNTY:

TRAIL–CASEY STATE PARK – CRATER LAKE HIGHWAY:

56527	Shirley Baker	$ 3,500	App. 04/15/92
56543	Robert & Loraine Walitsch	$ 7,550	App. 03/31/92
56553	Anna M. Tucker, et al	$ 1,250	App. 04/07/92
56575	Hugh M. & Shirley I. Curtiss	$ 1,300	App. 04/07/92
56576	Ray D. Gillespie, Successor Trustee	$ 1,405	App. 04/13/92
56581	Elmo & Mary Colby	$ 925	App. 04/02/92
56588	James M. & Willa Dean Ross	$ 5,700	App. 03/30/92
56596	Gertrude Hutchinson	$ 150	App. 04/02/92
56597	Ruth M. Sawyers	$ 950	App. 04/13/92

OPTIONS: **JACKSON CNTY**: TRAIL–CASEY ST. PARK – CRATER LAKE HWY.: (Continued)

56599	Alvin A. Jensen	$ 400	App. 04/02/92
56604	Charles Joseph Zmrhal; Mildred Nadine Zmrhal	$ 360	App. 04/13/92
56605	Dorothy M. Pereira	$ 260	App. 04/13/92
56606	Anton A. Boogaard	$ 150	App. 04/13/92
56619	Isaac & Eleanor Pitts	$ 450	App. 04/02/92
56620	James Chandler Curran	$ 1,275	App. 04/23/92
58268	Texaco Refining & Marketing	$ 90,000	App. 03/09/92
58588	The Quail Creek Partnership (Mark W. Illsley)	$ 5,250	App. 04/25/92
59155	James R. & Norma B. Lees	$ 722.50	App. 04/07/92

JOSEPHINE COUNTY:

SMITH FAMILY WAYSIDE – OREGON CAVES HIGHWAY:

59172	Myrick & Smith (State to pay approx. $3,969, plus accrued interest for tax penalty for conversion from farm use exemption)	Donation	App. 04/25/92

KLAMATH COUNTY:

GREEN SPRINGS HWY.–MIDLAND HWY. JCT. – THE DALLES–CALIFORNIA HIGHWAY:

58587	Klamath County	$ 31,350	App. 03/26/92
6076 008	Weyerhaeuser Company	$ 2,500	App. 04/07/92
6076 012	Weyerhaeuser Company	$ 150	App. 04/16/92

LANE COUNTY:

BERRY CREEK–SUTTON LAKE (BIKEWAY) – OREGON COAST HIGHWAY:

6139 003	Max Schuepbach	$ 1,700	App. 04/30/92

LINCOLN COUNTY:

PARKER SLOUGH BRIDGE – YAQUINA BAY COUNTY ROAD #515:

6154 002	Yaquina Bay Yacht Club	$ 2,000	App. 04/16/92

LINN COUNTY:

QUEEN AVE.–CROVALLIS/LEBANON HWY. – ALBANY–JUNCTION CITY HIGHWAY:

55445	Clyde, Lois, Mavis Matteson	$ 3,400	App. 04/02/92
55561	Betaseed, Inc.	$ 6,283	App. 04/02/92

MALHEUR COUNTY:

TRENKEL HILL SCENIC VISTA – CENTRAL OREGON HIGHWAY:

6146 001	Lee Farms, Inc.	Donation	App. 04/28/92

OPTIONS: **MALHEUR COUNTY**: (Continued)

UNITY FOREST WAYSIDE–IRONSIDE – JOHN DAY HIGHWAY:

6096 004	Marvin D. Farley; Esther Farley (Total consideration goes toward payment of construction of crossing facility by Highway Division)	$ 5,160	App. 04/25/92
6096 006	Ullman Brothers Land & Cattle Co.	$ 1,450	App. 04/17/92
6096 007	Flying O Cattle Company	$ 300	App. 04/15/92
6096 009	Donald R. & Ileana L. Oakes	$ 300	App. 03/31/92
6096 011	Duane Simpson, Trustee	$ 200	App. 04/02/92
6096 012	Duane & Sharon Simpson	$ 200	App. 04/15/92
6096 014	Rural Road Assessment Dist. 5	$ 100	App. 03/31/92
6096 015	Donald E. & Ruth L. Koplin	$ 100	App. 03/31/92
6096 016	Audra Cox	$ 100	App. 03/31/92

MARION COUNTY:

25TH STREET–AIRPORT ROAD – SALEM:

6082 009	City of Salem, Oregon	$ 85,700	App. 03/24/92
6082 010	Leo M. Hillyer; Reyn'e Hillyer	$ 30,550	App. 04/16/92

SILVERTON RD.–STATE ST. (SALEM) PHASE 2 – PACIFIC HIGHWAY:

6027 037	Jean M. Ballinger	$ 3,460	App. 04/07/92
6027 040	Everett D. Lawrence	$ 4,900	App. 03/24/92
6027 044	Clifford & Mildred Imel	$ 3,130	App. 03/18/92
6027 054	Grant & Eileen Ecklund	$ 3,500	App. 04/02/92
6027 063	John Konopasek, Jr. and Irene M. Konopasek	$ 8,410	App. 04/21/92
6027 074	Bob Barlow & M. Lorraine Hogg	$227,700	App. 04/15/92
6027 086	Ronald L. & Janet L. Halter	$380,395	App. 04/07/92
6027 093	Miquel & Cinde Livermore	$ 36,000	App. 04/07/92
6027 095	John L. & Lynda M. Koch	$ 37,500	App. 04/21/92
6027 124	Shirley V. Dunham	$ 950	App. 04/02/92
6027 124	Atlantic Richfield Co.	$ 2,800	App. 04/02/92

WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:

57988	Jack & Deanna Bigej; Anna Bigej	$ 3,250	App. 04/03/92

MULTNOMAH COUNTY:

S.E. 128TH AVE.–S.E. 136TH AVE. – S.E. FOSTER ROAD:

6114 002	William A. Cramer	$1,750	App. 02/18/92
6114 003	Tracy G. Vice; (Ober; Larson)	$ 1,400	App. 02/20/92
6114 004	Tracy G. Vice; (Larson)	$ 2,600	App. 02/27/92
6114 010	Harold & Ruby Ashpole	$ 40,300	App. 04/02/92
6114 011	Fred & Sylvia Pierce	$ 7,000	App. 02/27/92
6114 024	Jane L. Andrus	$ 4,550	App. 03/03/92

POLK COUNTY:

SAWTELL ROAD–M.P. 29 – SALMON RIVER HIGHWAY:

6073 004	Richard M. & Judith Ann Kirkham (Hansen, et al)	$ 400	App. 04/07/92

Report of Actions Taken Under Delegated Authority
May, 1992 – Page Six

OPTIONS: (Continued)

UMATILLA COUNTY:

OWENS CREEK BRIDGE #10673a – UKIAH–HILGARD HIGHWAY:

59156	Betty L. Standley	$ 500	App. 04/20/92

UNION COUNTY:

OREGON TRAIL HWY.–ISLAND CITY – WALLOWA LAKE HIGHWAY:

6059 028	Union Pacific Railroad Company	$ 27,500	App. 03/03/92
6059 034	Stanley Weishaar	$ 300	App. 03/30/92
6059 040	Orien LeRoy Weller	$ 550	App. 04/27/92
6059 041	Scott Irrigation Company, Inc.	$ 230	App. 04/15/92

WASHINGTON COUNTY:

BEAVERTON/TUALATIN HWY. @ S.W. WASHINGTON DRIVE:

6126 005	Newton E. Alderman & Jacquelyn A. Alderman	$ 225	App. 04/06/92

CANYON LANE–WALKER ROAD – TUALATIN VALLEY:

59153	Gregory K. & Carol T. Mohr	$ 500	App. 04/01/92

S.E. 21ST. AVE.–S.E. BASELINE (SHUTE PARK) – TUALATIN VALLEY HIGHWAY:

57634	Mark & Lana Sagaser	$ 17,000	App. 04/02/92

S.W. CENTER–S.W. 76TH AVENUE – SUNSET HIGHWAY:

6125 002	Theron & Reta Hiatt	$107,300	App. 04/03/92

DONATIONS OF PROPERTY IN WASHINGTON COUNTY:

FARMINGTON HIGHWAY:

6007 111	Teri Denise Harper Zindell	Donation	App. 03/30/92

HILLSBORO–SILVERTON HIGHWAY:

6007 113	Richard C. & JoAnn M. Ross	Donation	App. 03/30/92

PACIFIC WEST HIGHWAY:

6007 110	City of Tigard	Donation	App. 03/30/92

TUALATIN VALLEY HIGHWAY:

6007 108	Harlen R. & Lourdes A. Rice	Donation	App. 03/30/92
6007 109	Harlen R. & Lourdes A. Rice	Donation	App. 03/30/92
6007 112	Circle Four Enterprises	Donation	App. 03/30/92

Dated this 1st day of May, 1992

Lou Schuler
For Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CATCHING SLOUGH BRIDGE SECTION OF THE COOS RIVER HIGHWAY

6083 005	Bertram F. Rudolph, Jr.	Offer: $	455.00

NW 185TH AVE. INTERCHANGE SECTION OF THE SUNSET HIGHWAY

6064 006	Franklin D. Piacentini, et al	Offer: $	59,320.00

QUEEN AVE.-CORVALLIS/LEBANON HWY. SECTION OF THE ALBANY-JUNCTION CITY HIGHWAY

55439	Mt. Angel Abbey	Offer: $	6,500.00

SANTIAM RIVER (STHBND) BRIDGE SECTION OF THE PACIFIC HIGHWAY

58835	Steven R. Iverson, et al	Offer: $	30,000.00

TRAIL-CASEY STATE PARK SECTION OF THE CRATER LAKE HIGHWAY

56554	John & Bridgett Collins	Offer: $	7,750.00
56556	Merle G. & Jean Ann Govenor	Offer: $	600.00
56562	Joe & Maria Machado, et al	Offer: $	3,950.00
56610	Joe & Janet Haselden	Offer: $	5,950.00
56613	Russel H. Kemp, et al	Offer: $	1,100.00

Dated this 30th day of April, 1992.

for Steve Green, Manager
Right of Way Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On March 12, 1992, approved an All Terrain Vehicle Project Agreement with Klamath County for a dust control water system at Sportsmans Park. Project to be completed during the period from November 1, 1991, through January 1, 1993, at a cost not to exceed $10,000.

2) On April 3, 1992, approved a personal service contract with Complete Safety and Engineering Services for mobile crane training and certification. This contract is effective April 6 through October 30, 1992, at a cost not to exceed $8,000.

Dated this 28 day of April, 1992

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

April 21, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following action was taken:

1) On January 12, 1992, approved abandonments of damage claims under $5,000 as follows:

CAO-88-351: Cost of $1,023.03 to guardrail damage on Columbia River Highway No. 2, Rt. I-84, M.P. 120.0, in Gilliam County. Unable to locate driver.

CAO-89-002: Cost of $727.52 to guardrail damage on Columbia River Highway No. 2, Rt. I-84, M.P. 109.2, in Sherman County. Information insufficient as to driver's responsibility.

CAO-91-126: Cost of $850.70 for traffic control damage and cleanup on The Dalles-California Highway No. 4, Rt. 97, M.P. 103.8, in Jefferson County. Insurance limits exhausted.

Dated this 10 day of April, 1992

Dale D. Allen
Region 4 Engineer

March 26, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following action was taken:

1) On March 5, 1992, approved an agreement with Klamath County to purchase crushed aggregate in stockpile at the State's site 1.8 miles south of MP 54.0 of the Klamath Falls-Lakeview Highway.

Dated this 28th day of April, 1992

Dale D. Allen
Region 4 Engineer

April 20, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following action was taken:

1) On March 2, 1992, approved a personal service contract with Cherie Shuler to provide sign language interpreter service at the 1993-1998 Six Year Transportation Improvement Program Meetings. This contract is effective March 2 through March 4, 1992, at a cost not to exceed $353.55.

Dated this 29th day of April, 1992

J. X. Wilson

J. X. Wilson
Region 5 Engineer

April 21, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On April 13, 1992, approved a personal service contract with BAS Corporation to develop a rubber modified asphalt concrete (RUMAC) mix design for the Lakeview Junction-Matney Road Section on the Klamath Falls-Malin Highway in Klamath County. The contract is effective April 13 through August 31, 1992, at a cost not to exceed $2,175.

Dated this 27th day of April, 1992

W. J. Quinn
Engineer of Materials and Research

April 21, 1992

731-0314 (10-90)

L

5/21/92

Report of Condemnation Cases Dismissed

State v. Fisher
L - 9725
R - 6032026

Section:	Redmond-Bend North Unit
Highway:	The Dalles-California
County:	Deschutes
Remarks:	Settled by Highway
Amount of Complaint:	$29,150
Option Amount:	$47,430.25

State v. Statewide Stations
L - 9747
R - 58268

Section:	Central Point Interchange
Highway:	Pacific
County:	Jackson
Complaint Amount:	$90,000
Option Amount:	$90,000

Report of Condemnation Cases Settled

State v. Patterson
L - 9634
R - 57147

Section:	Mt. Hood-Long Prairie Road
Highway:	Mt. Hood
County:	Hood River
State's Deposit:	$2,500
30-Day Letter Amt.:	$6,500
Settlement:	$6,500
Justification:	Defendant accepted the State's 30-day letter of offer amount of $6,500.
State's Attorney:	Roger R. Warren

L

5/21/92

State v. Gray
L - 9670
R - 58640

Section:	Murray Blvd. Interchange
Highway:	Sunset
County:	Washington
State's Deposit:	$12,750
30-Day Letter Amt.:	$28,000
Settlement:	$28,000
Justification:	Defendant accepted the State's 30-day letter of offer amount of $28,000.
State's Attorney:	Roger R. Warren

State v. Rasmussen
L - 9762
R - 6059015

Section:	Old Oregon Trail - Island City
Highway:	Wallawa Lake
County:	Union
State's Deposit:	$10,500
30-Day Letter Amt.:	$25,000
Settlement:	$25,000
Justification:	Defendant accepted the State's 30-day letter of offer amount of $25,000.
State's Attorney:	Cynthia M. Fraser

State v. Becker
L - 9761
R - 6059013

Section:	Old Oregon Trail - Island City
Highway:	Wallawa Lake
County:	Union
State's Deposit:	$1,650
30-Day Letter Amt.:	$2,750
Settlement:	$2,750
Justification:	Defendants accepted the State's 30-day letter of offer amount of $2,750.
State's Attorney:	Cynthia M. Fraser

L

5/21/92

Trial Reports

State v. Sandoval
L - 9560
R - 58241
Section:
Highway:
County:
State's Deposit:
Defendant's Answer:
State's 30-Day Offer:
Trial Report:

Emil Creek, Mt. Hood Winery
Woodworth Drive
Hood River
$1,700
$75,000
$15,001
Defendants claim that the State's description was inaccurate and that it really described a 60' wide parcel of property not 40' wide as claimed in the complaint. Based on defendant's testimony and the State's appraisers' value of the property, the jury awarded $31,000 to defendants.

State's Attorney: Roger R. Warren

* * * * *

JTT04713/DTB/mfs

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	5/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

APRIL 15,1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On April 15, 1992 $8,995,974.95 was distributed to the counties as their share of motor vehicle revenues for the month of March, 1992.

On April 15, 1992 $5,703,506.85 was distributed to the cities for the month of March, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of April, 1992.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION MEETING

JUNE 16, 1992

On June 16, 1992, the Oregon Transportation Commission held its regular monthly meeting in Room 122 of the Transportation Building in Salem at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Roger Breezley, Member
Donald E. Forbes, Director of Transportation
Judy Gregory, Manager, Human Resource and Organizational Development
John Rist, Interim Manager, Community and Governmental Relations
Paul Meyerhoff, Manager, Transportation Development
Tony Lewis, Manager, Financial Services
William Anhorn, Deputy Director and State Highway Engineer
Al Steger, Federal Highway Administration
Sandra Payne, Commission Services

There were other staff persons present.

Vice Chairman Whitty moved and Commissioner Bolender seconded the motion for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the May 20 and 21, 1992, Commission meetings.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2848 in Commission's files, Salem.)

3) Financial aid to municipalities program grant to the City of Burns in the amount of $2,545 to complete several safety repair projects at the Burns Municipal Airport, Harney County.

(Continued on next page)

4) Transferred responsibility for Monument State Airport back to the City of Monument in Grant County. Aeronautics Division relieved of all further accountability and liability for the airport.

5) Adopted resolution designating the Jewell-Elsie County Road as a permanent route of the Fishhawk Falls Highway, State Secondary No. 103 in Clatsop County. (Secondary Highway Designation Resolution File No. 90 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Director of Transportation	Exhibit C
Manager, Human Resource and Organizational Development	Exhibit D
State Highway Engineer	Exhibit E
Program Manager	Exhibit F
Traffic Engineer	Exhibit G
Right of Way Manager	Exhibit H
Office of Operations, Maintenance/Construction Manager	Exhibit I
Engineer of Materials and Research	Exhibit J
Public Transit Administrator	Exhibit K
Traffic Safety Manager	Exhibit L
Assistant Attorney General	Exhibit M
Highway Controller	Exhibit N

The Commission confirmed their next meeting date of Tuesday, July 21, 1992, in Salem.

As recommended by John Rist, the Commission tentatively set their following meetings in Bend on Wednesday, August 26, 1992, and in Roseburg on September 14 and 15, 1992. In conjunction with the August meeting, a public hearing will be held on the Oregon Transportation Plan in Bend on August 25, at 1:30 p.m.

Don Forbes announced that Ryan Allen and Erika Larsen have been selected as the 1992 Jackson Scholars. He told the Commission that Ryan Allen is the son of John Allen, Assistant Manager at South Beach State Park, and Erika Larsen is the daughter of Darris Larsen, who is the Region 2 Right of Way Agent in Salem. He said a luncheon is planned following the meeting to present these awards. He said they will receive a maximum $10,000 each for a four-year college program and will be offered summer employment with the Transportation or Parks Departments during this four-year period.

Mr. Forbes told the Commission that the selection of finalists has been made for the annual ODOT awards honoring the outstanding ideas submitted to the Employee Suggestion Program each year. Chairman Hollern presented the following employees with a $50 award and a certificate of commendation:

Highway:	District 10, La Pine Section Crew, Loren Link, and Edgar Harriman
Motor Vehicles:	Loren Salling, Brad Gray, Dee Holt, and Floyd Riley
Central Services:	Joan Cokeley and Bernie Eriksen

The Commission recognized the 1992 Isabel Albright Award winners as Debby Nate (Secretarial Category) from Region 2 Highway Office, and Suzanne Norman (Office Support Category) from Traffic Safety.

Mr. Forbes requested approval of a supplement to a personal service contract with Motor Vehicles and DMR Group, Inc., in the areas dealing with the Information Technology and the Permits and Weighmasters organizations. He explained the Information Technology organization will be expanded to cover all of ODOT's Information Systems Branch at a cost of $120,000 with an ending date of December 15, 1992. In the reorganization of moving Permits and Weighmasters from Highway to Motor Vehicles, their needs would be considered so that the automation of their functions is not precluded in the development of the State of Oregon License and Client Environment. The cost to expand the contract to evaluate the automation needs of Permits and Weighmasters is $40,000 with an ending date of September 1992. He said this supplement would add $160,000 to the original contract, bringing the total cost to $2,829,583. Commissioner Breezley moved for approval of the supplement and the motion carried unanimously. The Commission authorized Craig Holt to sign the necessary documents.

Mr. Forbes updated the Commission on the gainshare program. He said the pilot program began in 1989 to measure performance in work groups and evaluate dollar savings generated by above-average performance. He mentioned the goal was to share part of the savings with those who generated it and to turn the rest of the savings into additional highway work. He commented that the 340 employees involved have improved their performance by more than 20 percent, resulting in a savings of more than $1.8 million in a six-month period. He stated the crews earned an estimated $400,000 as a share of the savings.

Upon Mr. Forbes' recommendation, Commissioner Ford moved for appointing Wanda Kennedy as an Interim Manager of Aviation Programs. Mr. Forbes explained the Aviation Advisory Committee determined that Paul Meyerhoff needs to devote full time to the position of Manager, Transportation Development Branch. This interim position would be from July 1, 1992, through June 30, 1993. He stated by that time, the reorganization would be completed and a search could be made for a permanent manager. The motion carried unanimously by the Commission.

Judy Gregory requested authority to participate in the General Services Department's contract with St. Vincent DePaul Rehabilitation Service of Oregon for personal and temporary services for a total amount of $1.8 million. This two-year contract will begin July 1, 1992, through June 30, 1994. She explained this request is pursuant to ORS 279.015 and 279.835 to 279.855. Commissioner Bolender moved for approval of the contract and the motion carried unanimously. The Commission authorized the Manager of Human Resource and Organizational Development to sign the necessary contract documents.

Paul Meyerhoff requested approval of authorizing a feasibility study on the use of electronic license plates to divisible load permitted commercial vehicles and use the technology to track and verify their passage through the States of Utah, Idaho, and Oregon. The Study would be funded by $120,000 of Federal Funds to be matched with $10,000 from each State. He said the Department does not have the personnel to complete this study in-house. Commissioner Bolender moved for approval of the study and the motion carried unanimously. The Commission granted authority for the Director to enter into and sign the necessary agreements and contracts for this project.

Mr. Meyerhoff requested approval to increase the current contract with Gard, Edwards, and Aldridge by $19,740 to a new total of $173,675 allowing for production of additional public information materials with a "share the road" theme. Funding will be provided through the National Highway Traffic Safety Administration Federal Section 153 Program. Commissioner Ford moved for approval and the motion carried unanimously. The Commission authorized the Interim Manager of Traffic Safety to sign the contract supplement.

Mr. Meyerhoff informed the Commission of a vacancy on the Aviation Advisory Committee. He stated he would have a name for consideration at a future meeting.

William Anhorn requested adding a bikeway project to the Construction Section of the 1991-96 Highway Improvement Program on the old McKenzie Highway in the City of Sisters, Deschutes County, at an estimated cost of $131,000. He explained the Region has requested that this project be advanced for construction this summer in order to be completed in time for school this fall. A new high school is under construction and the bikeway should be completed to coordinate with the opening of that facility, as well as an overlay of the highway. Vice Chairman Whitty moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary agreement.

Mr. Anhorn requested authority to enter in two agreements with the State Parks and Recreation Department and the Oregon Trail Coordinating Council for interpretive panels to be placed in existing kiosks at four State Parks and seven safety rest areas along I-84. He said ISTEA funds are available for this project at an estimated cost of $200,000. Commissioner Bolender moved for approval of the agreements and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary agreements.

Upon Mr. Anhorn's recommendation, Commissioner Breezley moved and the motion carried unanimously by the Commission increasing the project authorizations on the following contracts:

1) Contract No. 9860, North Albany Interchange-Corvallis/Lebanon Interchange Section, Pacific Highway, Linn County, in the amount of $4,140,000 (33.3 percent increase).

   He explained the contractor filed suit to recover costs alleged to have resulted from the extra contract work. The Court awarded the contractor a judgment in the amount of $2,024,036 to settle the claim. Litigation costs, interest on the judgment, and increase in engineering costs make up the balance of the increase. (Due to the accruing interest on the judgment, Commissioners Hollern, Whitty and Ford by phone on May 28, 1992, agreed that payment should be made promptly to the contractor.)

2) Contract No. 10,964, North Santiam State Park-Mill City Section, North Santiam Highway, Marion County, in the amount of $765,437.37 (22.6 percent increase).

3) Contract No. 11,111, Sandy Boulevard Westbound Connection Section, East Portland Freeway, Multnomah County, in the amount of $40,550 (7 percent increase).

Mr. Anhorn requested authority to increase the authorization on a consultant contract with David Evans & Associates in the amount of $8,000 for the Redmond Traffic Study on The Dalles-California Highway in Deschutes County. He explained this project was approved for a consultant contract at the January 1991 meeting based on a preliminary estimated cost of $102,000. The increase was the result of inflation and an expanded scope of work for public involvement. He said the City of Redmond will participate in the cost up to $30,000. Vice Chairman Whitty moved for approval of the increase and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the contract in the amount of $110,000.

Mr. Anhorn requested authority to distribute State Highway Funds in the amount of $500,000 to selected counties. He explained this Special County Program was enacted by the 1991 Legislature to compensate counties receiving the lowest road revenues per equivalent road mile. Under ORS 366.540, $500,000 shall twice be withdrawn from the State Highway Fund and placed in a separate account to be allocated to eligible counties on July 1, 1992, and January 1, 1993. Commissioner Ford moved for approval and the motion carried unanimously by the Commission to distribute the funds to the following counties:

Special Appropriations from
Highway Funds to Counties

	Resource 1/ Per ERM	Total 2/ Equiv. Miles	Total Dist.	Total Resource 3/ Per ERM
Gilliam	$ 1,178.85	142.4	$ 238,614.40	$ 2854.513
Sherman	$ 1,578.03	117.08	$ 149,450.62	$ 2854.513
Morrow	$ 2,710.53	297.54	$ 42,840.70	$ 2854.513
Malheur	$ 2,722.50	523.39	$ 69,094.28	$ 2854.513
Baker	$ 4,946.00			
			$ 500,000.00	

1/ (Resources) state and federal dedicated funds for county road purposes.
2/ Equivalent road miles (arterial, collectors, and bridges).
3/ Resource level equal to $500,000 disbursement.

Mr. Forbes recognized Judy Gregory, John Rist, Paul Meyerhoff, Bill Anhorn, and Tony Lewis, (the Department's Senior Level Managers) for their restructure efforts and service to the public.

Steve Larrance, member of the Washington County Board of Commissioners, conveyed the following summarized comments from the Washington County Transportation Coordinating Committee, Policy Group:

- The lack of ramp signals at Glencoe Road and the Sunset Highway continue to be a concern to the City of North Plains. The project remains in the "Requested" Section of the Program while traffic has increased 20% in the last two years.

- City of Tigard questions the latest cost estimates for the I-5/Hwy. 217/Kruse Way Interchange Project. Between the January and May drafts of the Program, the cost increased 90 percent or $42 million.

- Improvements to OR99W between Pfaffle and Commercial in Tigard continue to remain in the "Reconnaissance" Section of the Program. The link between Highway 217 and Hall Boulevard needs an interim improvement while the rest of the project awaits an ultimate solution.

Mr. Larrance then summarized comments from Washington County on the following projects:

- The I-5 at Stafford Road Interchange Project has slipped from Fiscal Year 1994 in the 1991-1996 Program to Fiscal Year 1995 in the current proposed Program. The City of Wilsonville and the County are concerned about the ramifications of this delay, the impact that it will have on the proposed 95th Avenue Project, and the commitment to local industrial property owners.

- On the Farmington Road Project, the voters authorized property tax dollars in the amount of $3.45 million, or one-half of the ODOT estimated cost. The cost estimate for this project is now approximately $26.0 million. There needs to be an agreement between the County and the State on how to fund this project.

In closing, Mr. Larrance added two personal comments summarized as follows:

- He stressed the need to move forward with projects on the arterial streets because they support a component part of the transit system.

- The Department should improve their credibility and consider moving projects up where partnerships are established.

(Written letter dated June 16, 1992, in Commission's files, Salem.)

Richard Ross, Portland, appeared and asked the Commission to dedicate a portion of the enhancement funds to the Historic Columbia River Highway Connection Projects. He told of a survey conducted to review Federal capital funding for development, restoration, and reuse of Federally-assisted historic transportation corridors comparable to Oregon's Historic Columbia River Highway. (See written documentation entitled Historic Transportation Corridors Survey in Commission's files, Salem.) He submitted a letter he had received from Governor Roberts supporting his efforts. (Copy in Commission's files, Salem.)

Jack Mills, former member of the Advisory Committee of the Columbia River Highway, said he felt the needs of the Historic Columbia River Highway Connection Projects qualify under the criteria for the enhancement funds.

Barbara Bailey, member of the Columbia River Gorge Commission, told of the adopted management plan for the National Scenic Area and the developed partnerships. She urged that Oregon secure ISTEA Funds for the Historic Highway. (Letter in Commission's files dated June 16, 1992, in Salem.)

Lewis McArthur, Historic Columbia River Highway Citizen Advisory Committee, asked that the Historic Highway share in Oregon's allotment. He said an annual percentage of the enhancement fund would permit them to recommend an orderly program including the required engineering and ultimate construction. (Comments in Commission's files, Salem.)

Chairman Hollern asked if they have a specific request for funding. Mr. McArthur said he would like 20% of the enhancement funds allocated to the Historic Highway. He commented it would take about $3.5 million to complete the Warrendale-Tanner Creek Connection.

Guy Norman, Beaverton, appeared representing his parents, Kenneth and Delores Norman. He asked the Commission to approve funding for emergency right-of-way purchases on the Farmington Road Project in Washington County. His parents own property (residence and business) located at the west end of the proposed Farmington Road Project. He told of the circumstances involved with the delays of this project.

Ellie Dumdi, Chair, Lane County Board of Commissioners, and member of Lane Council of Governments Board of Directors, asked that the following projects be included in the Transportation Improvement Program:

Priority #1: Five passing lanes on Florence-Eugene Highway
Priority #2: Highway 58
Priority #3: Access from I-5 to Cottage Grove North Regional Park and turn-refuge at Greenwater Park in Oakridge

Ruth Bascom, City of Eugene, thanked the Commission for including the Ferry Street Bridge in the Program, but suggested $30 million be allocated for construction funds.

Lee Beyer, State Representative and member of the Springfield City Council, requested the following two corridors be added to the development list of the Program:

- I-5 Corridor from the McKenzie River to Lane Community College Basin or 30th Avenue in Eugene.

- I-105/Highway 126 Corridor.

Jack Billings, Board Member of the Lane Transit District, requested that an equitable share of Federal and State planning funds be allocated to their area.

(A letter was submitted by Mayor Richard Culbertson, City of Oakridge, supporting improvement of Highway 58. Letter in Commission's files, Salem.)

Steve Anderson, Chairman of Citizens for Sandy Boulevard, asked that the Sandy Boulevard improvements through the Parkrose District (I-205 to NE 122nd), Multnomah County, referred to as Metropolitan Area Corridor Study, remain in the Six-Year Program, which is scheduled for 1995 at $4.8 million. He said groups supporting the project include five neighborhood associations, the Cities of Portland and Gresham, Boeing, US Bank, Boyd's Coffee, Parkrose School District, Port of Portland, Parkrose Business Association, and the Columbia Corridor Association. He mentioned that the City of Portland recently funded a parking circulation study of the Parkrose business area as this project would remove on-street parking in the area. He submitted a letter from the City of Portland indicating a willingness to take over the maintenance of this roadway after the project is completed. (Written letter dated June 16, 1992, in Commission's files, Salem.)

Senator Mae Yih expressed support to include widening of Highway 34 from Lebanon to I-5 in the Six-Year Program as a development project. She cited three reasons for inclusion of this project as follows:

- Lack of safety features of the highway
- Economy of East Linn County is heavily dependent on the implementation of this project
- Important connection between Newport and major recreation areas in Central Oregon.

Mayor Bob Smith of Lebanon submitted a letter describing the economic benefits to Lebanon with the improvement of Highway 34 between Lebanon and I-5 and a petition with 1,058 signatures supporting the project. (Letter and petition are in Commission's files, Salem.)

(A letter from Jon Carnahan, President of Linn-Benton Community College, was also presented expressing his concern about the safety of the college's students and staff from Lebanon and Sweet Home, who travel Highway 34. Letter in Commission's files, Salem.)

Ray Polani, Citizens for Better Transit, Portland, urged a substantive change in the State's transportation policy. He asked that the Commission address now the need for full funding flexibility and equal opportunity for all modes of transportation. He outlined four specific recommendations as follows:

1) Declare now a moratorium on highway projects which add pavement and/or capacity, in full compliance of the new statutes and rules.

2) Ask the State administration and Legislature to refer to the voters a constitutional amendment to provide full transportation funding flexibility of current funds.

(Continued on next page)

3) Mount promptly an informational campaign to ensure a favorable vote.

4) Begin now negotiations to acquire the Southern Pacific Railroad Branch Lines System offered for sale to start an Oregon Public Rail System, open to all qualified private operators to begin to balance the public road system.

In addition to his written comments, Mr. Polani handed the Commission supportive documents, which were two pages taken from the Six-Year Program on Region 1 projects, nine reasons for a public open access State Rail System, map of Southern Pacific Lines Alternate Service, and an article in the Sierra Club. (Copies in Commission's files, Salem.)

Lola C. Sorensen, Manzanita, stated in the Construction Section of the Six-Year Program there are 7 projects to build passing lanes or 4-5 lane parkway segments on the Oregon Coast Highway, US101, and there are an additional 5 passing or parkway projects in the Development Section. She requested that the Commission do nothing on the passing lane project until the corridor study is completed. She said if the projects are included that it be done so in full compliance with guidelines for inclusion of public input. She also asked that the Commission explore other avenues than the Six-Year Plan for attending to the junction.

Ms. Sorensen urged the Commission to rethink the budgeting emphasis of the 1993-98 Program and to consider the development of wide-spread rail and bus transit immediately. She encouraged the Commission to go forward in consideration of high or medium speed rail service in the Willamette Valley with connections to Seattle and Vancouver, B.C., to the north and San Francisco to the south. She asked the Commission to continue to explore a valley inter-urban rail service for travel on the west side of the Willamette Valley. In closing, she requested the Commission to consider rail service to more than the two locations on the coast designated in the Multimodal Plan, such as adding Newport and Tillamook. (Written copy of speech in Commission's files, Salem.)

Victoria Stoppiello representing the Citizens Action Network opposed the passing lane on Neahkahnie Mountain and junction improvements on the Oregon Coast Highway, US101, in Tillamook County as currently designed. She submitted a petition signed by over 600 people in opposition of this project. She listed the reasons for their opposition as follows:

- Environmental degradation and destruction of the scenic beauty.
- Safety.

(Continued on next page)

- Little sensitivity for the impacts on local small businesses.

- Public process issues.

Tom Bender, representing the Oregon Natural Resources Council and Citizens Action Network, discussed the following questions:

Why are demand management projects not being implemented prior to capacity increase projects?

Why is the Proposed Program proceeding with construction of hazardous, badly planned and engineered projects?

Is the Commission willing to develop a meaningful public involvement and public accountability program in lieu of legislative mandate?

Why is the Commission making no effort to direct staff and the 1993-98 Program to take advantage of the ISTEA funding flexibility to align priorities with the Transportation Rule and Draft Transportation Plan?

Will the Commission maintain the deleted status of the Highway 101-Neahkahnie Mountain Passing Lane in the 1993-98 Program, or give written assurance that it will not be advanced beyond the development stage until completion of the 101 Corridor Study and the next Program update?

Mr. Bender presented written action proposals with each of the questions, analysis of Neahkahnie Mountain-Highway 101 Passing Lane Project, and comments on the Multimodal System Element of the Oregon Transportation Plan. (Copies in Commission's files, Salem.)

Mr. Bender closed by saying in reference to the Oregon Transportation Plan, Multimodal System Element, that the proposed systems plan does not represent a half-hearted attempt to achieve Oregon's mandated multimodal transportation system. Mr. Bender said he would like a response to his comments.

Howard Wilson, Manzanita, recalled that he had appeared before the Commission on April 23, 1992, concerning the proposed Highway 101 Project in the vicinity of Manzanita. He said at that time he was advised the recommendation of the staff was to delete the project due to lack of support from the local officials. He presented to the Commission a resolution passed by the Tillamook County Commissioners and letters from the Cities of Manzanita and Nehalem all supporting the proposed project. (Copies of resolution and letters in Commission's files, Salem.)

Ben Altman representing United Disposal Service spoke concerning the construction schedule for the Stafford Interchange on I-5 in Washington County and the Wilsonville Interchange on I-5 in Clackamas County. He expressed concern that the Stafford Interchange was shown in the Program as slipping from 1994 to 1995. He urged that 95th Avenue be completed as originally planned in 1993. (Written letter in Commission's files, Salem.)

Greg Carter, City Councilor of Wilsonville, asked for the return of the I-5 Stafford/North Wilsonville reconstruction to the 1994 schedule and the Boones Ferry-Commerce Circle linkage to a 1993 schedule in the Program. (Written letter in Commission's files, Salem.)

Mary Tobias, Tualatin Valley Economic Development Corporation, requested that the I-5/Stafford Road Interchange, Wilsonville Road Project be moved back to the original construction schedule. Ms. Tobias presented a letter with recommendations on the following projects:

I-5/217/Kruse Way Interchange: Keep this project on the fastest possible timeline.

Oregon Highway 47 Bypass (Forest Grove): Move the project back to the original schedule for construction.

Western Bypass: Continue to support this study and keep it moving forward as rapidly as possible.

(Ms. Tobias' letter in Commission's files, Salem.)

Scott Wilson representing the Tri-County Highway Task Force, Cascades West Council of Governments, requested the Commission to consider for inclusion in the Final Program the following projects and changes listed below in priority order:

- OR34, Linn County, Pacific Highway, I-5 to Main Street in Lebanon.
  Requested inclusion in Development Section with final plans in 1995.

- US20, Benton County, Alsea Highway-Newton Creek (Philomath).
  Requested inclusion in Development Section with final EIS in 1996.

- US20, Linn County, east of Sweet Home-Curve Correction.
  Requested inclusion in Construction Section in 1993.

(Continued on next page)

- US20, Benton County, 53rd Street-Neer Street in Corvallis and US20, Benton County, 19th Street, (Philomath)-53rd Street (Corvallis). Both projects are included in the proposed Program, but requested that the status of the projects be reversed as follows:

  a) 53rd Street-Neer Street; construction in 1998.

  b) 19th Street-53rd Street; development in 1996.

  He requested that any savings as a result from the revision be applied toward the development costs of widening Highway 34 from Lebanon to I-5. He said it is estimated that the revision may save as much as $5 million.

  (Written presentation in Commission's files, Salem.)

Felicia Trader, Director of Transportation, City of Portland, presented two letters from the City of Portland. One letter stated that there were four projects of interest to the City of Portland. These projects were listed as N.E. Sandy Boulevard, MACS, I-5/Greeley Ramp-North Banfield Interchange, the US30B-N. Columbia Boulevard/Lombard at 60th and the I-405/Stadium Freeway Reconnaissance. (See letters in Commission's files, Salem.)

Ms. Trader requested that the final adopted version of the 1993-1998 Six-Year Highway Improvement Program include acceleration of project development activities for the I-5 North/Greeley Ramp-North Banfield Interchange Project, Units 2, 3, and 4, in Northeast Portland. She specifically requested that the Program be amended to allow for final plans for Unit 2 by 1996 and construction of all phases of improvements within ten years or sooner. She stated this project is of the highest priority for the City and the Region.

Mark Gardner, Oregon Arena Corporation, emphasized that the timing of this project is critical and urged the acceleration of the I-5 Project so that it can be online to help meet the transportation needs of the District.

Bill Scott, Pacific Development, Inc. appeared and supported the previous two speakers' comments.

Following a five-minute recess, Andy Cotugno, METRO, presented a resolution recommending the Commission program a maximum of two years of the Surface Transportation Program funds to statewide enhancement projects in the Six-Year Program. He presented the Region's two-year priorities for inclusion of the following projects in the 1993-1998 Six-Year Program.

- Springwater Corridor in Gresham, Multnomah and Clackamas Counties.
- Columbia River Highway interpretive panels in Multnomah County.
- Fanno Creek Bike Path in Washington County.
- Clackamas River-Willamette River Bike Path System in Oregon City, Clackamas County.
- Old Oregon Electric right-of-way.
- Willamette Shore Trolley Line Extension in Lake Oswego.

The resolution also contained the Region's six-year priorities in the event the decision is made to allocate the Enhancement Funds for the full six-year period. The resolution encouraged ODOT to incorporate a public review phase into its statewide transportation enhancement prioritization and selection process. (Resolution in Commission's files, Salem.)

Tony Lewis discussed the financing of the Westside Light Rail Project (to 185th) and presented the following issues:

1) Define partnership as limited or general; future share of needs.
2) Fiduciary responsibility for bonds.
3) A credit enhancement needed to secure a commercial paper program (short-term borrowing) and Capital Reserve Account requirements.
4) $115 million legislative limit on bonds and total expenditures.

Mr. Lewis explained that a commercial paper program will be used to bridge the gap between project expenditures and Federal appropriations during the peak construction periods of the project. It will provide a means of financing timing differences in cash flow. The Capital Reserve Account requirements is a cash reserve required by the Federal Transit Administration. He said this reserve will eventually be applied to construction costs prior to the completion of the project. He commented

that ODOT's participation will be subject to legal constraints and to fiduciary responsibility in obtaining a good rating for the bonds. He also mentioned that the amount of the State's contributions related to the requests will be subject to future approval by the Commission, when known.

Mr. Lewis presented a resolution that requested ODOT assign $22 million of Federal Surface Transportation Program Funds to the Hillsboro portion of the Westside Light Rail Project. He explained this would result in a shift of highway funds in the Proposed Program of Region 1 projects to the Light Rail Project. The specific highway projects affected will be identified by Region 1 after obtaining local input.

Tom Walsh, General Manager of Tri-Met, spoke concerning the credit enhancement aspect of the Westside Light Rail Project. He handed the Commission a sheet of paper that contained the credit enhancement possible sources totaling $105 million. (Copy in Commission's files, Salem.) He said the question before the partnership of Tri-Met and ODOT is: Should the project be built on schedule as dictated by the ability to construct or should the project be built on a schedule which is dictated by the allocation of Federal Funds? He recommended the former, which would require the provision for borrowing.

Mr. Forbes said there should be more discussion and a better understanding on the "general partnership" concept.

Commissioner Bolender moved and the Commission unanimously adopted the resolution that would assign $22 million of Federal Surface Transportation Program Funds to the Westside Light Rail Project and instructed the Director to integrate this commitment into the Transportation Improvement Program. (Miscellaneous Resolution No. 282 in Commission's files, Salem.)

The Commission deferred action on the credit enhancement proposals until their July meeting. Mr. Walsh said he would continue working with the ODOT staff and the Legislative Ways and Means Committee.

Vice Chairman Whitty asked that the Commission receive more information on this proposal, such as the history, problem areas, possible solutions, alternatives, and a recommended action in narrative form.

The Commission unanimously decided to delay until the July meeting the workshop on the Six-Year Transportation Improvement Program and that no additional public testimony be allowed, except for limited testimony on those projects in Region 1 that are being removed from the Program as a result of assigning $22 million of Federal Surface Transportation Funds to the Hillsboro portion of the Westside Light Rail Project. The Chairman asked the staff to summarize the testimony received at the meeting and to schedule adoption of the Program at the August meeting. Commissioner Bolender asked that the material be sent to them as early as possible before the July meeting. Chairman Hollern instructed staff a notice should be released informing the public that testimony will be received at the July meeting on those projects removed from the Program as a result of the adopted resolution.

Bruce Broussard, American Contractor, was scheduled on the agenda to discuss the participation of African-Americans in highway construction projects. He did not appear.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 12:20 p.m.

At 12:35 p.m., Transportation Commissioners Hollern, Whitty, and Ford held a luncheon with the Parks and Recreation Commission in Room 122 of the Transportation Building in Salem to honor Ryan Allen of Toledo and Erika Larsen of Oregon City, the 1992 Jackson Scholars. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.)

Also present at the luncheon were Greg Lulay and Kristi Helman Hagey; Mr. and Mrs. Darris Larsen and Mr. and Mrs. John Allen, parents of the 1992 Jackson Scholars; Leslie Brown; Tom Walsh; Gary Potter; Don Forbes; Bill Anhorn; Anita Lanning representing State Parks and Recreation Department; Roger Hamilton, Member of State Parks and Recreation Commission; Bob Bothman; John Elliott; Gary Andeen; Judy Gregory; Paul Meyerhoff; Tony Lewis; and Sandra Payne of Commission Services. There were other staff members present.

Tom Walsh presented the scholarships to each of the scholars.

The luncheon adjourned at 1:15 p.m.

At 1:30 p.m. the Oregon Transportation Commission met with other members of the Oregon Transportation Plan Steering Committee in Rooms 123 and 125, Transportation Building, Salem, to discuss the Transportation Plan. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Mark Ford, Manager, Strategic Planning
Dave Bishop, Manager, Transportation Plan
Sandra Payne, Commission Services

There were other staff persons present. In attendance were other members of the Oregon Transportation Plan Steering Committee as follows:

Charles Vars, Mayor of Corvallis
Tom Walsh, Tri-Met
Cedric Hayden, State Representative
Paul Phillips, State Senator
Joan Dukes, State Senator
Ray Baum, State Representative
Carl Hosticka, State Representative
Martha Pagel, representing the Governor's Office
Ann Squire, replacing Martha Pagel on the Committee

Dave Bishop opened the meeting by reviewing the calendar of events as follows:

July 21, 1992, from 1:30 p.m. to 4:30 p.m., Salem (final meeting).

August 25, 1992, at 1:30 p.m., at Bend Public Works Department (public hearing).

Chairman Hollern said there will be a Finance Policy Advisory Committee meeting on July 20 in Salem at 2:30 p.m.

Mr. Bishop recalled that Vice Chairman Whitty had asked if the Commission had authority to impose on regional and local governments the suggested requirements for transportation planning outlined in Discussion Paper: May 26, 1992 entitled OTP System Element Transportation Planning and Performance Requirements for State, Regional, and Local Government.

Mr. Bishop commented he had met with the Justice Department and the conclusion was that the statute (ORS 184.618) giving authority to the Commission to adopt and maintain a state transportation policy and plan does not include the authority to place transportation planning requirements on governments other than ODOT. He said the draft transportation planning and performance discussion paper would be more appropriately entitled Transportation Planning and Performance Guidelines.

Mr. Bishop said the Legislature and the Commission have an interest in using the Oregon Transportation Plan to form the State's transportation future. He said under existing law, the methods available to the Commission to implement the plan through regional and local governments include:

- Condition funding for transportation improvements on consistency with OTP Goals and Policies. (May require the development of an Administrative Rule to do this.)

- Use the OTP as the basis for ODOT's review of local land use plans during LCDC's periodic review of city, county, and regional comprehensive plans.

- Actively promote the OTP as a guideline for regional and local government transportation planning.

The Committee discussed the three methods and appeared to favor Bullets 2 and 3. It was agreed to revise Bullet 2 to read as follows:

Use the OTP as <u>a</u> basis for ODOT's review of local land use plans <u>for transportation impacts</u> during LCDC's periodic review of city, county, and regional comprehensive plans.

Mr. Bishop commented that the discussion paper dated May 26, 1992, entitled Planning and Performance Requirements had been distributed and he asked the Committee if they had any comments. (Discussion paper in Commission's files, Salem.)

On page 5, 1.A, subsection 3a, and on page 6, subsection 5a, Vice Chairman Whitty expressed concern for the word "cooperate". He felt those sections could be stated more clearly.

On Page 11, E., subsection 7, Vice Chairman Whitty was concerned about the word "increased". It was agreed to replace it with the word "adequate".

Senator Phillips said in reading the document it appeared to him that it does not really address areas that are distinctly different, such as the rapid massive growth issues.

Mr. Bishop updated the Committee on the 23 statewide public meetings being held around Oregon on the System Element and the development of a financial plan.

Mark Ford said in September there will be a public discussion on the financial plan. He stated they have been working with the Policy Committee for the Transportation Plan and Transportation 93 (public and private individuals) on how to implement ISTEA and the OTP. He said prior to the July meeting a white paper will be mailed to the Committee on the System Plan needs and the various identified funding options.

Mr. Bishop began the discussion on the Policy Element by saying a discussion paper had been mailed to the Commission. (Copy in Commission's files, Salem.) He said questions had been raised as to what the following statement means: "It shall be the policy of the State of Oregon". He commented the phrase has two meanings. He explained that it can mean the citizens of Oregon (public and private organizations) working together or independently to carry out a policy or it can mean State Government. He said it is not one or the other; it depends on the context and what is being suggested as to which is the appropriate meaning. He stated the Policies refer to both the citizens of Oregon and ODOT.

Mr. Bishop commented that readers have asked what is the authority and relative importance of a goal, policy or action statement in the Draft Plan. He defined the words "goal" and "policy" as follows:

GOAL: Broad concepts which must be included in State, regional, and local transportation plans, and with which transportation actions should be consistent.

POLICY: Definite course of action to guide and determine future transportation decisions. A policy includes its related action statements. State, regional and local transportation plans must be consistent with OTP policies unless otherwise noted within the policy.

Mr. Bishop also presented a written list of who will be the responsible agency in carrying out the policies. (Copy in Commission's files, Salem.) It was suggested that the list be further defined, such as who in ODOT (e.g. Commission or Director) and what Divisions in the other State agencies.

Mr. Bishop referred to a written document entitled, Policy Element of the Steering Committee Discussion Guide on Committee Draft Two with Commentary dated April 1992.

Representative Baum asked on page 15 of the Policy Element why the State Fire Marshal's office is not involved in hazardous material. Mr. Bishop said he would check to see if they should be listed.

The Committee discussed the following issues in relation to the Policy Element document: (Document in Commission's files, Salem.)

Action 1F.1: The Committee appeared to agree with the statement: Require local and regional transportation plans to identify passenger and freight terminal facilities and connections.

Action 1F.2: The Committee agreed to change the sentence to read: Encourage the development of a system of open access passenger facilities throughout the State, etc.

Action 1F.3: The Committee agreed to revise the sentence as follows: Encourage development of efficient intermodal freight facilities, open to access to all where feasible, to encourage effective shifts among modes and carriers.

Action 1G.3: Vice Chairman Whitty suggested adding the word "safety" before "awareness". The Committee appeared to agree with the rest of the safety policy section.

Mayor Vars suggested under Policy 1B-Efficiency, the first sentence of the policy would remain the same. He revised the following sentence to read: the system is efficient when 1) users face crisis that reflect the full-costs of their transportation choices; 2) transportation investment decisions maximize the net full benefits of the system (full benefits and costs include social and environmental impacts as well as the direct benefits of mobility to users, construction and operating maintenance costs, etc.).

Chairman Hollern said he would like the word in the above paragraph changed from "reflect" to "consider".

Chairman Hollern said the Committee would consider later Mayor Vars' revisions in typed form.

Policy 1A-Balance Definition: Vice Chairman Whitty suggested on page 12 of the document that the words "particularly in urban areas" be changed to "where other modes or choices can be made available, particularly in urban areas". The Committee concurred.

On Page 19, Action 1G.4, Senator Dukes was concerned with the sentence that read: In cooperation with local and other State agencies, target resources to routes and locations with high injury and fatality rates. The Committee agreed to change the sentence to read "target resources to dangerous routes and locations".

On Page 23, Action 2A.2, the Committee agreed to leave the sentence to read "planned development".

The Committee agreed to the Action 2A.5 statement that ODOT would coordinate with Federal land agencies to ensure that Federal land plans, programs and projects and state transportation plans are compatible.

The Committee agreed that Action 2C.1 should be changed to read: It is the policy of the State of Oregon to avoid highway capacity improvements which primarily serve commuters from outside urban growth boundaries.

The Committee agreed on Action 2C.3, page 26, to add the word "should" avoid dependence on the State Highway System for direct access, etc.

The Committee agreed to the wordage shown under Action 2D.1, page 26.

The Committee agreed to the section on rural accessibility, page 27, minimum levels of service and the actions listed.

On Page 28, Policy 2G, Regional Differences, there was discussion on whether regional transportation advisory groups should be established. The Committee agreed to leave the policy as written but to delete Action 2G.1 and Action 2G.2.

On Page 30, Aesthetic Values, Action 2H.2, Mayor Vars said to delete the sentence that reads: Use the regional advisory boards established under Policy 2G to advise on corridor and right-of-way aesthetics.

Action 2H.3, page 30, the Committee agreed to revise the sentence to read: Encourage the strengthening of aesthetic land use controls inside and outside of the rights of way, etc. Following further discussion, the Committee agreed to delete Action 2H.1, Action 2H.2, and 2H.3.

Vice Chairman Whitty left the meeting at 4:12 p.m.

The Committee appeared to agree with Policies 3A and 3B, page 32 and page 33, which reflect the proper roles and responsibilities for ODOT and/or other State and local jurisdictions in freight transportation.

The Committee appeared to agree with Policies 3C and 3D as stated.

On Page 35, Policy 3E, Tourism, Chairman Hollern suggested revising the sentence to read "supports intrastate, interstate, etc."

The Committee agreed to leave Action 3E.2, page 36, in the document, but revise the sentence to include "and consider scenic values in corridor planning, improvements and maintenance".

The Committee agreed to revise the policy statement under Goal 4, Implementation Policies, page 37, as follows:

> To implement the Transportation Plan by creating a stable but flexible financing system by using good management practices, by supporting transportation research and technology, and by working cooperatively with Federal, regional and local governments, Indian Tribes, the private sector and citizens.

The Committee agreed with the financing policies shown on page 38.

On page 40, the Committee agreed to revise Action 4G.5, as follows:

> Continue to provide and support a strong policy of size and weight enforcement which will protect and preserve the existing infrastructure. The following sentence was deleted: Install weigh-in-motion to determine the frequency of vehicle loads in excess of State law and estimate the amount of premature pavement deterioration and damage.

The Committee agreed to Policy 4H, page 41, pertaining to research and technology transfer.

Chairman Hollern stated that an action item should not be added under Research concerning telecommunications. The Committee concurred.

The Committee agreed with the Policies and actions listed under Intergovernmental Relationships and Plan Information and Participation.

(Continued on next page)

The Committee then returned to the discussion on Policy 1B - Efficiency regarding Mayor Vars' concerns. The staff had typed his recommendation for changing the policy. The Committee agreed that the policy should read:

> It is the policy of the State of Oregon to assure provision of an efficient transportation system. The system is efficient when 1) it is fast and economic for the user; 2) users face prices that reflect the full costs of their transportation choices; and 3) transportation investment decisions maximize the net full benefits of the system. (Full benefits and costs include social and environmental impacts, as well as the direct benefits of mobility to users, construction, operations, and maintenance costs.)

The Steering Committee meeting adjourned at 4:37 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Member

Cynthia J. Ford, Member

Commission Services

Roger L. Breezley, Member

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MINUTES OF 6/16/92

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - SALT CREEK (BECK ROAD) BRIDGE SECTION

County: Polk
Type of Work: Roadwork and Structure

Highway: BECK ROAD (COUNTY ROAD)
F.A. No. BROS-2700(11) &
STATE PRESERVATION

No. of Bidders: 8 — Contract No.: 11181

Low: JAL Construction, Inc., Bend, OR	$94,482.50
2nd: Civil Construction Co., Inc., The Dalles, OR	$97,790.00
3rd: Tidewater Contractors Inc., Brookings, OR	$103,475.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Polk County and receipt of deposit from the County.

#2 - DISTRICT 4 CHIP SEAL PROJECT (1992) SECTION

County: Linn
Type of Work: Chip Seal

Highway: SANTIAM (OR-20)
STATE PRESERVATION PROJECT

No. of Bidders: 2 — Contract No.: 11182

Low: Central Oregon Pavers, Inc., Redmond, OR	$131,820.00
2nd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$144,412.50

Engineer's Recommendation: Award to low responsive bidder.

#3 - SHANIKO - SOUTH JUNCTION SECTION

County: Sherman
Type of Work: Paving and Rock Production

Highway: SHERMAN (US-97)
STATE PRESERVATION PROJECT

No. of Bidders: 6 — Contract No.: 11183

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$362,454.00
2nd: Roy L. Houck Construction Company, Salem, OR	$386,912.00
3rd: R. L. Coats, Bend, OR	$415,320.00

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 5-1-92

#4 - DISTRICT 13 RECYCLE PROJECTS

County: Union
Type of Work: Roadwork

Highway: OLD OREGON TRAIL (I-84) & WALLOWA LAKE (OR-82)
F.A. No. STP-84-6(22)265 & STATE PRESERVATION PROJECT

No. of Bidders: 4	Contract No.: 11184
Low: Gordon Paving Inc., Burley, ID	$590,078.05
2nd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$872,174.70
3rd: Kiewit Pacific Co., Vancouver, WA	$882,447.25

Engineer's Recommendation: Award to low DBE resonsive bidder subject to concurrence of FHWA.

#5 - SPEECE - CONDON SECTION

County: Gilliam
Type of Work: Paving and Rock Production

Highway: JOHN DAY (OR-19)
F.A. No. STP-6(26) & STATE PRESERVATION PROJECT

No. of Bidders: 7	Contract No.: 11185
Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$550,520.00
2nd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$620,150.00
3rd: Angell Asphalt & Aggregate, Inc., Coos Bay, OR	$623,285.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#6 - ARLINGTON - CEDAR SPRINGS ROAD (NORTH UNIT) SECTION

County: Gilliam
Type of Work: Grading, Retaining Walls, Paving, Signing & Water System

Highway: JOHN DAY (OR-19) & LOCUST STREET (ARLINGTON)
F.A. No. MA-DE-204(801)

No. of Bidders: 9	Contract No.: 11186
Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$962,537.20
2nd: Elting Incorporated, Clackamas, OR	$970,362.14
3rd: James W. Fowler Co., Dallas, OR	$981,674.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 5-1-92

#7 - GOLDEN CREEK - WEATHERLY CREEK SECTION

County: Douglas
Type of Work: Paving
Highway: UMPQUA (OR-38)
F.A. No. STP-20(21)

No. of Bidders: 3
Contract No.: 11187
Low: Roseburg Paving Company, Roseburg, OR $199,633.00
2nd: Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, OR $219,637.00
3rd: Umpqua River Navigation Co., Reedsport, OR $246,884.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#8 - DISTRICT 8 OVERLAY PROJECTS

County: Jackson
Type of Work: Overlay
Highway: GREEN SPRINGS (OR-66) & ROGUE VALLEY (OR-99) STATE PRESERVATION PROJECT

No. of Bidders: 2
Contract No.: 11188
Low: LTM, Inc., Medford, OR $353,364.00
2nd: Angell Asphalt & Aggregate, Inc., Coos Bay, OR $440,351.00

Engineer's Recommendation: Award to low responsive bidder.

#9 - MP 34.62 - MP 45.40 SECTION

County: Crook
Type of Work: Paving and Shoulder Aggregate
Highway: OCHOCO (US-26)
STATE PROJECT

No. of Bidders: 6
Contract No.: 11189
Low: R. L. Coats, Bend, OR $625,748.00
2nd: Oregon Asphaltic Paving Co., Inc., Portland, OR $677,887.00
3rd: McCafferty-Whittle Construction Company, Brush Prairie, WA $714,741.00

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 5-1-92

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MINUTES OF 6/16/92

On May 1, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on April 23, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 4, 5, 6, and 7, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 15 day of May, 1992

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - SE/NE 47TH AVE. & SE/NE 60TH AVE. (PORTLAND) SECTION

County: Multnomah
Type of Work: Grading, Paving, Signing & Signals

Highway: EAST BURNSIDE STREET
F.A. No. M-9822(12)

Contract No.: 11190

No. of Bidders: 3	
Low: Goldie Gentle Construction, Inc., Portland, OR	$228,264.75
2nd: Eagle-Elsner, Inc., Tigard, OR	$241,190.00
3rd: Dirt & Aggregate Interchange, Inc., Troutdale, OR	$253,300.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit from the City.

#2 - BENNETT ROAD - SCAPPOOSE/VERNONIA ROAD SECTION

County: Columbia
Type of Work: Hot Mix Class "C" Overlay

Highway: LOWER COLUMBIA RIVER (US-30)
F.A. No. STP-1(150)

Contract No.: 11191

No. of Bidders: 7	
Low: Morse Bros., Inc., Lebanon, OR	$279,125.00
2nd: Wildish Standard Paving Co., Eugene, OR	$279,460.00
3rd: Lakeside Industries, Bellevue, WA	$299,673.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#3 - MINNIE CREEK - BUTCHER KNIFE CREEK SECTION

County: Josephine
Type of Work: Paving

Highway: REDWOOD (OR-199)
F.A. No. STP-17(10)

Contract No.: 11192

No. of Bidders: 1	
Low: Copeland Paving, Inc., Grants Pass, OR	$448,056.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#4 - COGSWELL HILL SLIDE (THURSTON) SECTION

County: Lane
Type of Work: Grading and Paving

Highway: MCKENZIE (OR-126)
F.A. No. F-28(24)

Contract No.: 11193

No. of Bidders: 8

Low: Delta Sand & Gravel Co. & Babb Const., dba Delta Construction Company, Eugene, OR	$418,053.90
2nd: Fisher Land Co., dba Oakridge Sand & Gravel, Inc., Oakridge, OR	$446,109.00
3rd: Malar Construction, Inc., Beaverton, OR	$448,378.35

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#5 - PACIFIC HIGHWAY WEST - GATEWAY STREET (WB) SECTION

County: Lane
Type of Work: Paving

Highway: BELTLINE (OR-126)
STATE SURFACE PRESERVATION PROJECT

Contract No.: 11194

No. of Bidders: 3

Low: Eugene Sand & Gravel, Inc., Eugene, OR	$398,955.00
2nd: Wildish Paving Company, Eugene, OR	$436,582.50
3rd: Morse Bros., Inc., Lebanon, OR	$484,487.75

Engineer's Recommendation: Award to low responsive bidder.

#6 - DISTRICT 4 RECYCLE PROJECTS

County: Benton, Lincoln
Type of Work: Hot-In-Place Recycle

Highway: PACIFIC WEST (OR-99W)
& CORVALLIS-NEWPORT (US-20)
F.A. No. STP-9-1(14)

Contract No.: 11195

No. of Bidders: 3

Low: Kiewit Pacific Co., Vancouver, WA	$521,929.00
2nd: Pacific Pavement Recycling, Inc., Seattle, WA	$558,460.75
3rd: J. C. Compton Contractor, Inc., McMinnville, OR	$622,997.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#7 - SOURDOUGH CANYON - HINTON CREEK SECTION

County: Morrow
Type of Work: Roadwork

Highway: HEPPNER & WASCO-HEPPNER (OR-74)
F.A. No. STP-86(7)

No. of Bidders: 4 — Contract No.: 11196

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$541,824.55
2nd: McCafferty-Whittle Construction Company, Brush Prairie, WA	$599,967.00
3rd: J. C. Compton Contractor, Inc., McMinnville, OR	$632,313.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#8 - DISTRICT 7 OVERLAY PROJECTS

County: Coos
Type of Work: Paving

Highway: OREGON COAST US(101)/
COOS BAY-ROSEBURG (OR-42)
F.A. No. STP-2-2(32)

No. of Bidders: 3 — Contract No.: 11197

Low: Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, OR	$673,280.20
2nd: J. C. Compton Contractor, Inc., McMinnville, OR	$774,611.50
3rd: Roy L. Houck Construction Company, Salem, OR	$784,352.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#9 - WILLOW CREEK - CENTRAL OREGON HIGHWAY SECTION

County: Malheur
Type of Work: Roadwork

Highway: JOHN DAY (US-26)
F.A. No. STP-88-3(8)

No. of Bidders: 4 — Contract No.: 11198

Low: McCafferty-Whittle Construction Company, Brush Prairie, WA	$785,224.50
2nd: J. C. Compton Contractor, Inc., McMinnville, OR	$822,733.50
3rd: Roy L. Houck Construction Company, Salem, OR	$861,484.85

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#10 - MITCHELL - KEYES CREEK SUMMIT (WEST UNIT) SECTION

County: Wheeler — Highway: OCHOCO (US-26)
Type of Work: Roadwork, Structures, & Signing — F.A. No. STP-88-2(16)

No. of Bidders: 11	Contract No.: 11199
Low: Elting Incorporated, Clackamas, OR	$2,945,429.50
2nd: R. L. Coats, Bend, OR	$3,125,655.00
3rd: James W. Fowler Co., Dallas, OR	$3,265,332.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On May 12, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on May 7, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, 3, 4, 6, 7, 8, 9, and 10, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 22 day of MAY, 1992

John Whitty, Vice Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	6/16/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following actions and report these actions for your official records:

1) On March 17, 1992, approved a Letter of Agreement with the Parks and Recreation Department regarding the National Recreation Trails Trust Fund for the acquisition, development, and maintenance of motorized and non-motorized trails. Agreement also covers formation of a joint Recreation Trails Advisory Council composed of motorized and non-motorized representatives from the Highway Divisions' ATV Allocation Committee and Park's non-motorized Trails Advisory Council to recommend disbursement of funds to applicants. (Judy Gregory signed for Director.)

2) On March 31, 1992, signed a personal service contract with Narvan Associates to provide a "Pride in Public Service Program". This contract is effective April 3 through July 31, 1992, at a cost not to exceed $49,575.60. (Transportation Commission approved October 15, 1991. Judy Gregory signed for Director.)

3) On March 31, 1992, approved a personal service contract with Dennis Williams to monitor Southern Pacific Railroad in leasing its Willamette Valley branchlines and assist the State in determining the best course of action to protect the interests of the State and the shippers on the lines. This contract is effective April 2 through December 31, 1992, at a cost not to exceed $38,000 - Department of Transportation's share of the cost is $4,700.

On March 31, 1992, approved and signed an interagency agreement with Public Utility Commission and Economic Development Department covering the cost-sharing of this project: EDD $40,000; PUC $4,000 and ODOT $4,700. (Judy Gregory approved on behalf of Director.)

4) On March 31, 1992, approved an interagency agreement with the Executive Department to provide for certification of Disadvantaged Business Enterprises and Emerging Small Businesses. This agreement is effective April 6 through December 31, 1992. (Judy Gregory signed for Director.)

Dated this 5 day of May, 1992

Don Forbes
Director

April 21, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	6/16/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), now reorganized as Manager, Human Resource and Organizational Development, the following actions were taken:

1) On April 28, 1992, approved a personal service contract with Traci A. Loveland to provide "Problem Solving" training at Region 5 Headquarters to their regional supervisors. The contract is effective April 20 through April 28, 1992, at a cost not to exceed $4,300.

2) On April 30, 1992, signed an interagency agreement with Dept. of Higher Education, Oregon Health Sciences University, Physical Plant Department, for John Casessa to prepare the bid specifications for capital improvements outlined in the State Revenue Building Critical Load Study outlined under ODOT Contract No. 10,794. Additionally, Mr. Casessa will act as project manager for the solicitation and installation of the emergency generator and uninterruptible power source system. The contract is effective April 30, 1992, through June 30, 1993, at an estimated cost of $24,000. (Chairman Hollern approved April 29, 1992.)

Dated this 15th day of May, 1992

Judy Gregory

Judy Gregory
Manager, Human Resource and Organizational Development

May 12, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	6/16/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On April 10, 1992, signed a personal service contract with Meeker & Associates, Inc., for the Oregon Travel Signing Study. This contract is effective April 16, 1992, through September 30, 1993, at a cost not to exceed $168,000. (Transportation Commission approved March 17, 1992.)

2) On April 17, 1992, signed Supplement No. 1 to a personal service contract with David Evans and Associates, Inc., covering engineering services for the Museum Road-Winchuck River (Parkway) Section on the Oregon Coast Highway in Curry County. This supplement extends the contract completion date to June 30, 1994, and adds an additional $89,690 for a new sum not to exceed $429,849. (Transportation Commission approved original contract September 18, 1990.)

3) On April 20, 1992, signed Supplement No. 1 to a personal service contract with AA Surveying Service, Inc., covering on-call field survey services in Region 3. This supplement extends the contract completion date to June 1, 1993, and adds $190,000 for a new sum not to exceed $380,000. (Transportation Commission approved October 17, 1990.)

4) On April 20, 1992, signed an interagency agreement between Oregon State University and Portland Cement Association which provides for collection and evaluation of rigid pavement data, and preparation of a performance and informational database. This agreement is effective April 20, 1992, through June 30, 1993, at a cost not to exceed $49,000. (Chairman Hollern approved March 17, 1992.)

5) On April 20, 1992, signed Supplement No. 1 to an agreement with Umatilla County covering construction of the Columbia River-Old Oregon Trail Section on McNary Highway in Umatilla County. This supplement provides for State maintenance of a portion of a county road, which is impacted by construction of the Umatilla Port of Entry. (Transportation Commission approved project January 19, 1982, as a part of the 1982-1987 Six-Year Highway Improvement Program. The Port of Entry portion of the project approved July 17, 1990, as part of the 1991-1996 Six-Year Highway Improvement Program.)

6) On April 22, 1992, approved a 4.8% increase in project authorization on the Sawtell Road-M.P. 29 Section of the Salmon River Highway in Polk County in the amount of $71,300. (Contract No. 10,992)

7) On April 27, 1992, signed Supplement No. 1 to a personal service contract with David C. Smith and Associates, Inc., to provide photogrammetric mapping services to the Highway Division. This supplement extends the contract completion date to June 30, 1993, and adds an additional $50,000 for a new total not to exceed $100,000. (Transportation Commission approved April 17, 1991.)

8) On April 27, 1992, signed Supplement No. 3 to a personal service contract with HDR Engineering, Inc., covering flexible services for the Bridge Section. This supplement extends the contract completion date to April 30, 1993, and adds an additional $250,000 for a new sum not to exceed $500,000. (Transportation Commission approved November 13, 1990.)

9) On April 27, 1992, signed Supplement No. 1 to a personal service contract with Spencer B. Gross, Inc., to provide photogrammetric mapping services to the Roadway Section. This supplement extends the contract completion date to June 30, 1993, and adds an additional $50,000 for a new total not to exceed $100,000. (Transportation Commission approved April 17, 1991.)

10) On April 29, 1992, signed a personal service contract with Parsons, Brinckerhoff, Quade and Douglas, Inc., for the Oregon Coast Highway Corridor Planning Study. This contract is effective May 1, 1992, through July 1, 1994, (terminate 26 months after the start date), at a cost not to exceed $1,090,000. (Transportation Commission approved contract on June 25, 1991, and funding on February 19, 1992.)

11) On April 29, 1992, signed an agreement with Douglas County which provides for the jurisdictional transfer from State to County of a bypassed section of the Coos Bay-Roseburg Highway, State Primary Highway No. 35. (Chairman Hollern approved April 24, 1992.)

12) On April 29, 1992, signed annual agreement with Transportation Research Board of the National Academy of Sciences-National Research Council for the Research Correlation Service Subscription at a cost of $58,370 for fiscal year July 1, 1992, to June 30, 1993. (Transportation Commission approved April 23, 1992.)

Dated this day 14TH of the May, 1992

William Anhorn
William Anhorn
State Highway Engineer

May 12, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	6/16/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On April 17, 1992, approved an agreement with Salem-Keizer Area Transportation Study Policy Committee transferring funding for Oregon's Technology Transfer Center.

2) On April 17, 1992, signed Supplement No. 3 to a personal service contract with J.M. Colosimo Associates, Inc., covering planning and implementing organizational change. This supplement extends the contract completion date to December 1, 1992. (Transportation Commission approved November 14, 1989.)

3) On April 21, 1992, signed an agreement with City of Ashland covering the installation of a traffic signal on the Green Springs Highway at Tolman Creek Road. (Project approved March 9, 1992, by Cam Gilmour as part of the Six-Year Highway Improvement Program.)

4) On April 23, 1992, approved 35.9% increase in project authorization on the Tierra Del Mar Slope Restoration Section of the Sand Lake County Road in Tillamook County in the amount of $138,061.76 (Contract No. 11,113).

Dated this 13th day of May, 1992

Cam Gilmour

Cam Gilmour, Manager
Program Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	6/16/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On April 21, 1992, approved a parking prohibition on Oregon Coast Highway (East side only) in Lincoln County from N. 26th St. (M.P. 113.64) to N. 25th St. (M.P. 113.68) in Lincoln City.

2) On April 23, 1992, approved an agreement with City of McMinnville and Wal-Mart Stores, Inc., covering design and construction of a traffic signal at the intersection of Pacific Highway West and 27th Street.

Dated this 18 day of May, 1992

Dwayne Hofstetter, Traffic Engineer

May 12, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	6/16/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

NORTH ROSEBURG INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

58855	Curtis West, et al	Offer: $ 14,000.00

OLD OREGON TRAIL HIGHWAY-ISLAND CITY SECTION OF THE WALLOWA LAKE HIGHWAY

6059031	Raymond E. Hyde	Offer: $ 25,000.00

QUEEN AVE.-CORVALLIS/LEBANON HWY. SECTION OF THE ALBANY-JUNCTION CITY HIGHWAY

55443	Merle E. and M. Louise Warren	Offer: $ 5,040.00

SILVERTON ROAD - STATE STREET SECTION OF THE PACIFIC HIGHWAY

6027061	Dale B. and Roselee A. Gilson	Offer: $ 59,500.00
6027081	August and Edith Kalberer	$ 283,400.00

YAMHILL RIVER - PACIFIC HIGHWAY WEST SECTION OF THE SALMON RIVER HIGHWAY

6128001	Evergreen Agricultural Ent.,Inc.	Offer: $ 11,850.00
6128002	George C. Goodwin and Sons	$ 3,165.00
6128003	Landmark Ventures Oregon Ltd.,etal	$ 8,825.00

Dated this 27th day of May, 1992.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

H

ITEM 3 OF 6/16/92

DATE: JUNE, 1992

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **LINN COUNTY**: **SHIRLEY'S QUARRY - SANTIAM HIGHWAY**:
File 09757 (Q846) - Containing 35.36 Acres; $296,000; Approved 5/22/92.

2) **MARION COUNTY**: **MARKET STREET INTERCHANGE - PACIFIC HIGHWAY**:
File 6027 016 - Containing 1,352 Sq. Ft. in Fee, and 1,399 Sq. Ft. in Permanent Easement; $9,625; to City of Salem for improvements to Hawthorne Ave.; Approved 5/28/92.

MULTNOMAH COUNTY:

3) **HIGHLANDS INT.-STADIUM FREEWAY - SUNSET HIGHWAY**:
File 33798 - Containing 1160 Sq. Ft.; no monetary remuneration; a permanent access easement is to be given to alleviate a landlocked situation to surplus property sold in 1988, in which access rights were included in the compensation of that sale. This condition was created when a relinquishment to City of Portland of a portion of state land surplus property was not completed; Approved 5/15/92.

MARQUAM BRIDGE-S.E. 84TH AVE. - MT. HOOD FREEWAY:
4) File 44953 - Containing 24,230 Sq. Ft.; $187,000; Approved 5/15/92.
5) File 47458 - Containing 9,520 Sq. Ft.; $ 45,000; Approved 5/29/92.
6) File 50916 - Containing 11,064 Sq. Ft.; $ 52,500; Approved 5/29/92.

7) **WASHINGTON COUNTY**: **N. PLAINS-CORNELIUS PASS - SUNSET HIGHWAY**:
File 41191 - Containing .011 Acres; $550; Approved 5/06/92.

AGREEMENTS: (35-48)

8) ODOT Agreement No. RR-1335 with Southern Pacific Transportation Company; SPTC agrees to improve the private crossing of SPTC tracks for the use of a Haul Road through S.E. Oak St., RR M.P. 770.3, on the **EAST MARQUAM INTERCHANGE PROJECT, MULTNOMAH COUNTY, PORTLAND OR**; Estimated total cost $8,997; Approved 4/30/92.

9) Addition to ODOT Agreement No. RR-1335 with Southern Pacific (This report, #8); Estimated cost in addition to the $8,997 for track work, add $66,412 for inspection services; making the total estimated cost: $75,409; Approved 5/11/92.

10) ODOT Agreement No. RR-1339 with Southern Pacific Transportation Company; Service Contract No. 92-14; for installation of light signals, gates, and rubber crossing surface at grade crossing of **SALMON RIVER HIGHWAY** and the **NEWBERG LINE** of Southern Pacific Transportation Company (OPUC Crossing No. P-742.20); **YAMHILL COUNTY**; Estimated cost $217,049; Approved 5/27/92.

H

MINUTES OF 6/16/92

AGREEMENTS: (Continued)

11) ODOT Agreement No. RR–1340 with Southern Pacific Transportation Company who agrees to provide contact for traffic signal pre–emption at Seventh Street and Ninth Street crossings, Grants Pass, Josephine County (OPUC Crossing No.'s C–473.63 & C–473.80; Estimated cost $4,180; Approved 5/28/92.

PERSONAL SERVICE CONTRACTS: (35–46)

12) Concrete Services Contract with Conco Inc. for concrete work on driveways/sidewalks at State–owned houses at 9603 & 9611 SE Woodstock, Portland OR; File 46987 & 46988; Start Date: 5/28/92; End Date: 6/29/92; $1,895; Approved 5/28/92.

13) Contract with Panther Land Surveying for on–call surveying, monumenting, filing of plats with County Surveyer, and some research associated with Department–owned property; R/W Contract No. 6222002–22–22; Annual sum not to exceed $10,000 to be paid for accomplished work; Start Date: 5/27/92; End Date: 6/30/93; Approved 5/27/92.

INDENTURES AND GRANTS OF ACCESS: (35–54)

14) Files 18687 & 18688 – Indenture of Access with B.P. Oil Company on the northerly side of the **TIGARD–NEWBERG SECTION** of the relocated **PACIFIC HIGHWAY**; **WASHINGTON COUNTY**; Approved 5/08/92.

15) File 26127 – Indenture of Access with Retzloff on the westerly side of the **GRANTS PASS SECTION** of the **PACIFIC HIGHWAY**; **JOSEPHINE COUNTY**; Approved 3/02/92.

16) File 40674 – Indenture of Access with Sulton on the northerly side of the **BRONSBORO HARLEY RANCH SECTION**; of the **LAKE OF THE WOODS HIGHWAY**; **JACKSON COUNTY**; Approved 11/20/91.

17) File 51342 – Grant of Access with Stein Oil Company on the northerly side of the **EAST PORTLAND SECTION** of the relocated **CLACKAMAS HIGHWAY**; **CLACKAMAS COUNTY**; Approved 10/18/91.

18) File 54680 – Indenture of Access with Dale Icenhower on the northerly side of the **POWELL BUTTE JCT.–ARNOLD ICE CAVES SECTION** of the relocated **CENTRAL OREGON HIGHWAY**; **DESCHUTES COUNTY**; Approved 9/25/91.

R/W SERVICE AGREEMENTS: (35–50)

19) R/W Services Agreement #350N with Multnomah County (#350 is the "umbrella" agreement which covers various County road projects not to be constructed with Federal Aid through June 30, 1993); Misc. C.& A. 9661; **GORDAN CREEK ROAD**; State agrees to perform services in the preliminary and acquisition of right–of–way phases for agency; Approved 8/11/88.

Report of Actions Taken Under Delegated Authority
June, 1992 – Page Three

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

MARY'S RIVER–KIGER ISLAND – PACIFIC HIGHWAY WEST:

6044 113	Chevron U.S.A., Inc.	$ 100	App. 05/19/92

CLACKAMAS COUNTY:

CASCADE HWY. S. @ S. HENRICI DRIVE – CASCADE HIGHWAY SOUTH:

6102 007	Norma Jean Holliday	$ 600	App. 05/29/92

COOS COUNTY:

CATCHING SLOUGH BRIDGE – COOS RIVER HIGHWAY:

6083 006	Stevan S. Pavitt, Trustee	$ 3,455	App. 05/19/92

DESCHUTES COUNTY:

SISTERS–TUMALO – MCKENZIE–BEND HIGHWAY:

6098 008	James M. and Verena H. Morrell (Derry)	$ 1,275	App. 05/26/92
6098 010	Linda Hiuga	$ 2,350	App. 05/13/92
6098 016	John V. Twelker, Jr.	$ 800	App. 05/08/92
6098 017	Daniel T. Frazer	$ 1,900	App. 05/08/92
6098 021	Dale and Rose Ann Brosius	$ 900	App. 05/15/92
6098 023	Tina L. Lenz	$ 1,100	
6098 033	Alex and Rowena Jackson	$ 5,000	App. 05/05/92
6098 035	Floyd Ford; Evelyn Ford (McCoy)	$ 4,000	App. 05/19/92
6098 036	Robert D. & Janice D. Cordes	$ 4,300	App. 04/02/92
6098 055	LaVern R. & Della Bjerk	$ 3,720	App. 05/05/92
6098 056	Kenneth J. & Karen K. Vincent	$ 8,100	App. 05/05/92

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

6112–026	Vernon P. Ashby	$ 33,500	App. 04/22/92

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58739	Commercial Five Oreg. Ltd.	$ 24,000	App. 04/17/92
58769	Roseburg Executive Apartments	$ 44,750	App. 04/21/92

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE ROAD – MT. HOOD HIGHWAY:

57119	Virginia S. Bland (Kortge; Havig; Halsey)	$ 900	App. 05/21/92
57160	Stanley Ray & Carolyn L. Langford	$ 8,700	App. 05/15/92

Report of Actions Taken Under Delegated Authority
June, 1992 – Page Four

JACKSON COUNTY:

TRAIL–CASEY STATE PARK – CRATER LAKE HIGHWAY:

56538	Jack A. Clement; Linda Clement, Trustees	$ 150	App. 03/09/92
56542	Randall W. Wallin (Hudson/Freidel)	$ 750	App. 05/01/92
56546	Fred J. & Roberta A. Duerst	$ 6,100	App. 04/07/92
56577	Robert A. & Juanita McDonald	$ 150	App. 05/15/92
56601	Jackson County	$ 150	App. 05/07/92
56614	William G. & Bertha G. McGinty	$ 17,250	App. 05/05/92
56617	Michael D. & Melva L. Evenson (Heppner)	$ 1,050	App. 05/29/92
56618	Michael D. & Melva L. Evenson (Heppner)	$ 1,275	App. 05/29/92

JOSEPHINE COUNTY:

LONNON RD.–FISH HATCHERY RD. – NEW HOPE RD.:

6141 001	Wallace W. and Ida J. Dysert	$ 69,000	App. 03/09/92

LANE COUNTY:

BERRY CREEK–SUTTON LAKE (BIKEWAY) – OREGON COAST HIGHWAY:

6139 002	Kenneth B. & Betty J. Shearer	$ 2,000	App. 05/15/92
6139 004	Bryce H. & Thelma M. Johnston	$ 1,700	App. 05/05/92

NOTI–VENETA – FLORENCE–EUGENE HIGHWAY:

6074 007	Carrie S. Moore	$ 750	App. 05/15/92
6074 024	Loren Crowell (Mobile Home)	$ 24,200	App. 05/15/92
6074 026	Richard Lee Dobson	$ 64,300	App. 05/19/92

LINN COUNTY:

QUEEN AVE.–CORVALLIS/LEBANON HWY. (UNIT 2) – ALBANY–JUNCTION CITY HIGHWAY:

55438	Greater Albany Public School Dist. 8J	$ 12,676	App. 04/13/92
55440	Home Insulation Contractors, Inc.	$ 950	App. 05/15/92

MALHEUR COUNTY:

AIRPORT WAY–CAIRO JCT. – OLDS FERRY–ONTARIO HIGHWAY:

6042 015	Hasebe Farms, Inc. (Supplemental cost to cure)	$ 305.20	App. 04/28/92

UNITY FOREST WAYSIDE–IRONSIDE – JOHN DAY HIGHWAY:

6096 005	Davis Land & Livestock Company	$ 650	App. 05/13/92

MARION COUNTY:

MARKET ST. INTERCHANGE – PACIFIC HIGHWAY (PHASE 1):

6027 081	Richard Nopp's Restaurant, Inc.	$ 30,250	App. 05/22/92
6027 091	Milne Real Properties, Inc.	$ 35,582	App. 04/07/92

MILL CITY–GATES – NORTH SANTIAM HIGHWAY:

6075 018	Frank P. & Christina R. Hovley	$ 100	App. 05/05/92

Report of Actions Taken Under Delegated Authority
June, 1992 – Page Five

OPTIONS: MARION COUNTY: (Continued)

SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY (PHASE 2):

6027 029	Richard L. & Agnes T. Meyer	$ 3,000	App. 05/15/92
6027 035	Raul Munquia	$ 3,750	App. 05/20/92
6027 050	Darcy Fast	$ 4,520	App. 05/15/92

WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:

57960	Miller Brewing Company	$ 10,000	App. 04/07/92

MULTNOMAH COUNTY:

S.E. 128TH AVE.–S.E. 136TH AVE. – S.E. FOSTER ROAD (COUNTY RD.):

6114 001	Lewis H. Flach; Joan L. Flach	$ 15,350	App. 04/17/92
6114 015	Floyd N. McCreary	$ 6,500	App. 04/13/92
6114 020	Multnomah County Rural Fire Protection Dist. No. 10	$ 3,700	App. 03/18/92

UMATILLA COUNTY:

UMATILLA–MCNARY – COLUMBIA HIGHWAY:

6084 003	Donna C. Casper, Trustee	$ 32,000	App. 04/07/92
6084 004	Wilber–Ellis Company	$ 5,500	App. 05/13/92
6084 005	Dennis W. & Laura L. Nielson	$ 5,720	App. 05/13/92
6084 010	Charlie Kid Enterprises, Inc.	$ 1,725	App. 04/01/92

UNION COUNTY:

OREGON TRAIL HWY.–ISLAND CITY – WALLOWA LAKE HIGHWAY:

6059 039	Roy F. Powers; Betty M. Powers	$ 3,900	App. 04/28/92

WASHINGTON COUNTY:

BEAVERTON/TUALATIN HWY. @ S.W. WASHINGTON DRIVE – BEAVERTON/TUALATIN HWY.:

6126 002	Fred Y. & Grace M. Egawa	$ 1,275	App. 05/05/92
6126 002	Michael L. & Dawn Burgess	$ 350	App. 05/05/92
6126 003	Erin D. Wilde	$ 400	App. 05/01/92
6126 009	William White, Inc.	$ 425	App. 05/15/92

S.W. 76TH AVE.–ZOO (HIGHLAND) INTERCHANGE – SUNSET HIGHWAY:

6125 021	Robert W. & Patricia K. Burke	$138,500	App. 05/01/92

YAMHILL COUNTY:

DAYTON–UNIONVALE – SALEM–DAYTON HIGHWAY:

6011 002	Yamhill County	Donation	App. 05/19/92

Dated this 2nd day of June, 1992.

Steven Green, Right of Way Manager

EXHIBIT I
MINUTES OF 6/16/92

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
J.C. Compton Contractor,Inc. Contract No. 10782 Acceptance Date: May 7,1992	E.McMinnville Interchange-Airport Road Yamhill County
Eagle-Elsner,Inc. Contract No. 10959 Acceptance Date: May 7,1992	N.W. Doane Ave.-N.W. Balboa Ave.(Portland) Multnomah County
Mocon Corp. Contract No. 10990 Acceptance Date: May 7,1992	S.End One Way Couplet - Tacoma St.(Portland) Multnomah County
Rowell and Wickersham Contractors,Inc. Contract No. 11028 Acceptance Date: May 7,1992	Carlton - Pacific Hwy.West Yamhill County
East County Electric.Co. dba Highlite Constr.Co.,Inc. Contract No. 11080 Acceptance Date: May 7,1992	Lower Columbia River Hwy. at Cornelius Pass Rd. Multnomah County
KIP Construction Co. Contract No. 11092 Acceptance Date: May 7,1992	Goshen-Divide Lane County

RECEIVED
STATE HWY. ENGR.
Assigned To:
MAY 2 2 1992
For:
Rough Draft | Act | Info | Direct Reply | File

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$ 8,242,800.02	$147,990,864.01
Anticipated Costs	$ 8,675,946.00	$149,144,778.16
Percentage Overrun (Underrun)	+5.3%	+0.08%

for Wayne F. Cobine, Manager
Office of Operations
Date 5-21-92

BMW:bmw

DELAUTH

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 92 [July 1]

REGION	10 Months to Date -	+	TOTAL	AVE % by REGION
1	16	12	28	+ 3.7
2	21	4	25	- 3.2
3	18	10	28	+ 1.9
4	14	3	17	- 0.03
5	17	3	20	- 2.5
TOTAL	86	32	118	+ 0.08

- Projects underrunning Original Authorization
+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	6/16/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On March 13, 1992, approved an intergovernmental agreement with Jackson County to provide equipment and vehicle services located at 200 Antelope Road in White City and 5650 South Pacific Highway to the Highway Division. This agreement was effective January 7, 1992, through June 30, 1993.

Dated this 13 day of May, 1992

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

May 12, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	6/16/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On April 17, 1992, approved an interagency agreement with Oregon State University for training workshops on cold in-place recycling for Regions 1, 2, 3, and 5. Workshop presentations between April 29 and June 24, 1992, in Salem, Portland, Roseburg and La Grande at a cost not to exceed $4,640.

Dated this 13 day of May, 1992

W. J. Quinn
Engineer of Materials and Research

May 12, 1992

731-0314 (10-90)

K

MINUTES OF 6/16/92

May 20, 1992 FILE: COMM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Transit Manager

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Special Transportation Grant. A program funded by Oregon State cigarette tax to provide planning, operating, demonstration and capital grants to providers of special transportation.

Contractor	Contract Amount and Type		Date Signed
Central Oregon Council on Aging	$15,940	Operating	Oct. 2, 1991

2. Urban Mass Transportation Administration, Section 16(b)(2). A federal program for capital purchases of vehicles and equipment to be used in transporting elderly and disabled persons.

   A. Agreement signed Oct. 2, 1991, with Bethpage Mission West (new grantee) to take over Nova equipment ($0.00).

   B. Agreement signed Oct. 2, 1991, with Volunteer Transportation Inc. to reprogram funds previously allocated to them ($0.00).

3. Rural Transit Assistance Program (RTAP). A 100 percent federally funded program to provide training, technical assistance, research and other support services to transportation providers in small cities and rural areas.

   A. Provided scholarships for the following individuals to attend the 10th National Conference on Rural Public Transportation in Asheville, North Carolina, October 13-16, 1991:

Name	Amount	Date Signed
Jock Jovenat	$ 886.00	Oct. 10, 1991
Bill Miller	$1467.00	Oct. 10, 1991

B. Provided scholarships for the following individuals to attend the Mobility Aids and Public Transportation Conference in Portland, Oregon, March 16-17, 1992:

Name	Amount	Date Signed
Kathleen Cissell	$175.00	March 2, 1992
Elaine Wells	$175.00	March 2, 1992
Roxanne Sumners	$213.28	March 12, 1992

C. Provided scholarships for the following individuals to attend the Community Transportation Association of America's (CTAA) EXPO '92, Kansas City, Missouri, May 19-22:

Name	Amount	Date Signed
Sherry Schaer	$ 900.00	May 8, 1992
Cindy Thompson	$ 895.00	May 8, 1992
Patricia Nielsen	$1425.00	May 8, 1992

4. A one-year lease agreement for the Division's field office in The Dalles at $190 per month (November 26, 1991).

5. A six-month vehicle lease agreement with C.A.C. Transportation to provide intercity transportation services at $50.00 per month (January 2, 1992)

6. Small City and Rural Area Transit Assistance Program. A state and federal funded program to provide operating assistance for public transportation service.

Contractor	Federal Fund Amount	Date Signed
City of Bend	$4,950	Feb. 2?,1992

7. Passenger Assistance Techniques (PAT). A program to provide driver training on assisting elderly and disabled passengers.

A. A personal services contract with the following individuals to conduct Building Trainer Skills Workshops:

Contractor	Contract Amount	Date Signed
Gary Cole	not to exceed $750	Feb. 12, 1992
Marianne McGee	not to exceed $750	Feb. 24, 1992

B. Provided assistance for the following individuals to attend Building Trainer Skills Workshops:

Name	Amount	Date Signed
Shelley Dauster	$ 99.88	Feb. 24, 1992
Dolores Patterson	$172.48	Feb. 24, 1992
Teena Stewart	$ 20.68	Feb. 24, 1992
David Moffit	$ 20.68	Feb. 24, 1992
Joan Shrimp	$ 28.16	Feb. 24, 1992

DHM:syo

cc: Don Forbes
Judy Gregory
Carol Mitchell
Fran Neavoll
John Rist

delegate.aut:shd

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	6/16/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1. On May 17, 1991, approved Personal Service Contract with Richard Verbeck covering spokesperson to inform, educate, and train police agencies throughout the State of Oregon in safety belt enforcement, policies, procedures, and education. This contract began on May 20, 1991 and terminates June 30, 1992 at a cost not to exceed $61,385 through Addendum Number Two. This Personal Service Contract was entered into before the Traffic Safety became a part of the Department of Transportation.
Traffic Safety Division Contract Number: IG00910403152

2. On July 8, 1991, approved Interagency Agreement with Western Oregon State College covering supervision and writing of database manual to accompany a program written by BPST previously. This Interagency Agreement began on July 8, 1991 and will terminate on August 23, 1991 at a cost not to exceed $3,000. (Approved by the Transportation Commission, by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorized the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement.)
Traffic Safety Division Interagency Agreement Number: TR510100153

3. On October 23, 1991, approved Personal Service Contract with University of Portland covering update of a training session based upon materials and slides developed by FHWA in a program called Safety Features for Local Roads and Streets. This Personal Service Contract began in October 1991 at a cost not to exceed $2,000. (Approved by the Transportation Commission, by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorized the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement.)
Traffic Safety Division Personal Service Contract Number: FHD927002154

4. On April 2, 1992, approved Interagency Agreement with Chemeketa Community College covering two Motorcycle Rider Courses with a minimum of six and a maximum of 24 students each and one Experienced Rider Course with a minimum of six and a maximum of 12 each and five Motorcycle Safety Awareness presentations of at least one hour each at different public events such as fairs, mall demonstrations, and various motorcycle events and gatherings. Contractor will also provide necessary registration, classroom, range (painted), equipment, insurance, and instructors to conduct a minimum of 2 MRC courses and 1 ERC course and 5 Awareness Presentations. A Minimum of 12 MRC students and 6 ERC students shall be trained. Contractor shall file all required reports. This Interagency Agreement began on January 1, 1992 and will terminate on December 31, 1992 at a cost not to exceed $9,110.61. This Interagency Agreement was approved by the Oregon Transportation Commission on July 23, 1991, as a line item in the FY 1992 Highway Safety Plan, at which time the Traffic Safety Division Administrator was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in the records, pages 10,058-10,059 of the Minute Book of the Commission.
Traffic Safety Division Interagency Agreement Number: MC928002155

5. On February 19, 1992, approved Interagency Agreement with Linn Benton Community College covering two Motorcycle Rider Courses with a minimum of six and a maximum of 24 students each and two Experienced Rider Courses with a minimum of six and a maximum of 12 students each and five Motorcycle Safety Awareness presentations of at least one hour each and held at different public events. Contractor will also provide necessary registration, classroom, range (painted), equipment, insurance, and instructors to conduct a minimum of 12 ERC courses. A Minimum of 12 MRC students and 6 ERC student shall be trained. This Interagency Agreement began on January 1, 1992 and will terminate on December 31, 1992 at a cost not to exceed $9,054.68. This Interagency Agreement was approved by the Oregon Transportation Commission on July 23, 1991, as a line item in the FY 1992 Highway Safety Plan, at which time the Traffic Safety Division Administrator was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in the records, pages 10,058-10,059 of the Minute Book of the Commission.
Traffic Safety Division Interagency Agreement Number: MC928002156

6. On March 6, 1992, approved Interagency Agreement with Lane Community College covering six Motorcycle Rider Courses with a minimum of six and a maximum of 32 students each and four Experienced Rider Courses with a minimum of six and a maximum of 12 each and two instructor apprenticeship courses of 7 hours classroom instruction. Contractor will also provide necessary registration, classroom, range (painted), equipment, insurance, and instructors to conduct a minimum of six MRC courses and four ERC courses. A Minimum of 36 MRC students and 24 ERC students shall be trained. Contractor shall file all required reports. This Interagency Agreement began on January 1, 1992 and will terminate on December 31, 1992 at a cost not to exceed $10,356.00. This Interagency Agreement was approved by the Oregon Transportation Commission on July 23, 1991, as a line item in the FY 1992 Highway Safety Plan, at which time the Traffic Safety Division Administrator was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in the records, pages 10,058-10,059 of the Minute Book of the Commission.
Traffic Safety Division Interagency Agreement Number: MC928002157

7. On January 8, 1992, approved Interagency Agreement with Portland Community College covering 12 Motorcycle Rider Courses with a minimum of six and a maximum of 24 students each and 6 Experienced Rider Courses with a minimum of 6 and a maximum of 12 students each. Contractor will also provide necessary registration, classroom, range (painted), equipment, insurance, and instructors to conduct a minimum of 12 ERC courses. A Minimum of 96 MRC students and 36 ERC student shall be trained. This Interagency Agreement began on January 1, 1992 and will terminate on December 31, 1992 at a cost not to exceed $22,704.57. This Interagency Agreement was approved by the Oregon Transportation Commission on July 23, 1991, as a line item in the FY 1992 Highway Safety Plan, at which time the Traffic Safety Division Administrator was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in the records, pages 10,058-10,059 of the Minute Book of the Commission.
Traffic Safety Division Interagency Agreement Number: MC928002158

8. On October 31, 1991, approved Personal Service Contract with Gard and Lesh covering production of a comprehensive traffic safety public information program by September 30, 1992. This Personal Service Contract began on October 25, 1991 and will terminate on September 30, 1992 at a cost not to exceed $153,935. This contract was approved by the Oregon Transportation Commission on September 17, 1991, at which time the Traffic Safety Division Administrator was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in the records, page 10,157 of the Minute Book of the Commission.
Traffic Safety Division Personal Service Contract Number: 92AL1001159

9. On November 15, 1991, approved Personal Service Contract with University of Portland to provide one one-day training session in Madras, Oregon in November, 1991 at a regional meeting of traffic safety commissions. This Personal Service Contract will be conducted in November of 1991 at a cost not to exceed $1,500. (Approved by the Transportation Commission, by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorized the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement.)
Traffic Safety Division Personal Service Contract Number: FHD 927002160

10. On December 4, 1991, approved Personal Service Contract with Vantage Consulting and Research Corporation covering identification of needs and provision of technical assistance and training to local traffic safety commissions and other groups involved in traffic safety or interested in becoming involved; and further promote a coordinated information and resource-sharing network; and administer a mini-grant program aimed at supporting local groups' efforts at promoting traffic safety, to include a (planned) forth round of proposals for Federal Fiscal Year 1993 funding. This Personal Service Contract will begin on December 1, 1991 and will terminate on September 30, 1992 at a cost not to exceed $23,000. This contract was approved by the Oregon Transportation Commission on July 23, 1991, as a line item in the FY 1992 Highway Safety Plan, at which time the Traffic Safety Division Administrator was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in the records, pages 10,058-10,059 of the Minute Book of the Commission.
Traffic Safety Division Personal Service Contract Number: CP 922002161

11. On January 3, 1992, approved Interagency Agreement with Oregon State University covering the management, daily operation, staffing, registration, supervision, classroom, range, equipment, and instructors of the TEAM Oregon Motorcycle Safety Program. This will include 64 Motorcycle Rider Courses and 4 Experienced Rider Courses. This Interagency Agreement will begin on January 1, 1992 and will terminate on December 31, 1992 at a cost not to exceed $288,442. Approved by the Oregon Transportation Commission on July 23, 1991, as a line item in the FY 1992 Highway Safety Plan, at which time the Traffic Safety Division Administrator was authorized and directed to sign said agreement for and on behalf of the Commission.
Traffic Safety Division Interagency Agreement Number: MC928003162

12. On December 17, 1991, approved Personal Service Contract with Intercept Research Corporation covering a mall intercept survey to test new communication concepts and identify specific program opportunities. Two focus groups to investigate issues related to safe driving, and pedestrian and bicycle safety. Mall intercept survey to test new communication concepts and identify specific acceptability, message perception/influence and demographic segmentation. A statewide telephone survey to track public attitudes and knowledge regarding traffic safety issues. An Executive Summary will be provided which will summarize findings, graphically present results of at least five key questions including historical information. A separate report containing conclusions and recommendations will be presented for Division use. An observation study to determine current usage patterns regarding occupant protection devices with the main objective being to track usage rates and evaluate enacted legislation and special program efforts. A technical report and a copy of the 1992 data base will be provided. An Annual Report designed to evaluate the Traffic Safety Communications Program will also be provided. This Personal Service Contract will begin on December 13, 1991 and will terminate on September 30, 1992 at a cost not to exceed $46,672. This contract was approved by the Oregon Transportation Commission on September 17, 1991, at which time the Traffic Safety Division Administrator was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in the records, page 10,157 of the Minute Book of the Commission.
Traffic Safety Division Personal Service Contract Number: AL 921001163

13. On December 17, 1991, approved Personal Service Contract with FourStar Communications covering the Traffic Safety Division and four other traffic safety groups sponsoring the 1992 Traffic Safety Event to take place March 8-11, 1992 at the Portland Marriott. This event is a vehicle to provide current traffic safety information to persons involved in traffic safety activities throughout the State of Oregon. This Personal Service Contract will begin on December 17, 1991 and will terminate on May 15, 1992 at a cost not to exceed $3,655.
Traffic Safety Division Personal Service Contract Number: DE 922002164

14. On January 13, 1992, approved a Personal Service Contract with Integrated Research Services, Inc. covering Evaluation of the Union County Intensive Probation Services program. This Personal Service Contract will begin on January 3, 1992 and terminate on June 1, 1992 at a cost not to exceed $9,428.00.
(Approved by the Transportation Commission, by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorized the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement.)
Traffic Safety Division Personal Service Contract Number: J6921182165

15. On January 31, 1992 approved a Personal Service Contract with Current Communications covering Research and development of a video for the Safety Belt Law; completion of final script and location shooting; and completion of final edited video promoting the new Safety Belt Law to law enforcement agencies. This Personal Service Contract will begin on January 3, 1992 and will terminate on March 1, 1992 at a cost not to exceed $5,875.00.
(The Oregon Transportation Commission, by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorized the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement).
Traffic Safety Division Personal Service Contract Number: DE922002166

16. On January 15, 1992 approved a Personal Service Contract with FourStar Communications covering work with the National Employers for Traffic Safety (NETS) program and the previous Oregon Safety Belt program to develop a more effective, complete, and customized program for the Oregon business community. This Personal Service Contract will begin on January 6, 1992 and terminates April 8, 1992 at a cost not to exceed $3,580.00. The Oregon Transportation Commission, by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorized the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement.
Traffic Safety Division Personal Service Contract Number: DE922005167

17. On February 13, 1992 approved a Personal Service Contract with Market Advantage covering the development of a cataloging method for tracking statewide youth traffic safety programs, development and pre-test of a camera ready mail-out package including questionaire and supporting documents to gather data and to create an inventory of Oregon's Youth Traffic Safety Programs, coordination of mailings of the questionnaire package including follow-up and responses received, entering and editing questionnaire data, tabulation of statistics and preparation of a summary document. This Personal Service Contract will begin on January 6, 1992 and terminates April 30, 1992 at a cost not to exceed $7,612.00. The Oregon Transportation Commission, by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorized the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement.
Traffic Safety Division Personal Service Contract Number: DE922004168

18. On January 9, 1992 approved an Intergovernmental Agreement with the Springfield Police Department covering promotion of the use of safety belts and encouraging compliance with the safety belt law, encouraging the enforcement of the safety belt law by police officers, implementation of Alternative Sentencing, training police officers on presenting course and development of educational materials, and to provide an evaluation of the program activity and accomplishments through a written report by the end of the project period. This Intergovernmental Agreement will begin on December 3, 1991 and will terminate on June 30, 1992 at a cost not to exceed $2,500.00.
Traffic Safety Division Intergovernmental Agreement Number: 91BELT169

19. On December 12, 1991 approved an Intergovernmental Agreement with the Deschutes County Sheriff's Department covering promotion of the use of safety belts and encouraging the compliance with the safety belt law, encouraging the enforcement of the safety belt law by police officers, continuing an Alternative Sentencing program for Deschutes County, development of suitable materials for media presentations and providing an evaluation of the program activity and accomplishments through a written report by the end of the project period. This Intergovernmental Agreement will begin on December 3, 1991 and will terminate on June 30, 1992 at a cost not to exceed $2,500.00.
Traffic Safety Division Intergovernmental Agreement Number: 91BELT170

20. On December 19, 1991 approved an Intergovernmental Agreement with the Coos Bay Police Department covering promotion of the use of safety belts and encouraging compliance with the safety belt law, encouraging the enforcement of the safety belt law by police officers, implementation of an Alternative Sentencing program for Coos Bay, training of four police officers on presenting the two hour course and to develop education materials, soliciting volunteers from local hospitals and medical clinics to provide ancillary courses, and providing an evaluation of the program activity and accomplishments through a written report by the end of the project. This Intergovernmental Agreement will begin on December 3, 1991 and will terminate on June 30, 1992 at a cost not to exceed $800.00.
Traffic Safety Division Intergovernmental Agreement Number: 91BELT171

21. On February 13, 1992 approved a Personal/Professional Services Contract with Troy Bussey dba Bussey Associates, Inc. to cover keynote address at the 1992 Traffic Safety Division Annual Conference, a three hour training session on both March 10 and 11, 1992 titled Communications - Confidence - Collaboration. This Personal/Professional Services Contract will begin on March 9, 1992 and will terminate on March 11, 1992 at a cost not to exceed $1,681.00. The Oregon Transportation Commission, by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorized the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement.
Traffic Safety Division Personal/Professional Services Contract Number: DE922002172

Dated this 18th day of May, 1992

Traffic Safety Division Manager
May 18, 1992

M

MINUTES OF 6/16/92

Report of Condemnation Cases Settled

State v. Robert and Ramona Scully

L - 9792	
R - 6059006	
Section:	Old Oregon Trail - Island City
Highway:	Wallowa Lake
County:	Union
State's Deposit:	$20,200
Settlement:	$20,200
Justification:	Defendants did not want to go to court and settled for the pled amount of $20,200.
State's Attorney:	Robert A. Petersen

State v. Tomlin

L - 9611	
R - 57244	
Section:	Mt. Hood-Lone Prairie Road
Highway:	Mt. Hood
County:	Hood River
State's Deposit:	$2,575
State's 30 Day Letter Offer:	$7,501
Defendant's Answer:	$52,000
Settlement:	$7,501
Justification:	Defendant's accepted State's 30 day letter of offer of $7,501.
State's Attorney:	Wendy J. Paris

State v. Bin S. Gee

L - 9752	
R - 57955	
Section:	Woodburn NCL-Lincoln St.
Highway:	Pacific East
County:	Marion
State's Deposit:	$37,000
State's 30 Day Letter Offer:	$50,000
Defendant's Answer:	$125,000
Justification:	Defendant's accepted State's 30 day letter of offer in the amount of $50,000 as settlement.
State's Attorney:	Roger R. Warren

M

MINUTES OF 6/16/92

State v. Milton O. Brown
L - 9664
R - 58635

Section:	Murray Blvd. Interchange
Highway:	Sunset
County:	Washington
State's Deposit:	$519,960
State's 30 Day Letter Offer:	$800,000
Defendant's Answer:	$1,632,200
Justification:	State hired three appraisers whose values differed by as much as $125,000. Defendant claimed that the loss of income created by the State's taking was $650,000 without considering the value of the land. This is a good settlement as damages were hard to assess and a jury could have easily awarded damages in an amount that would have brought a verdict well over $850,000.
State's Attorney:	Roger R. Warren

State v. Broughton & Harrell Corp.
L - 9774
R - 57993

Section:	Woodburn NCL-Lincoln Street
Highway:	Pacific East
County:	Marion
State's Deposit:	$4,600
State's 30 Day Letter Offer:	$5,000
Justification:	Defendants accepted State's 30 day letter of offer as settlement in the amount of $5,000.
State's Attorney:	Roger R. Warren

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	6/16/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

MAY 15,1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On MAY 15, 1992 $9,340,245.52 was distributed to the counties as their share of motor vehicle revenues for the month of APRIL, 1992.

On MAY 15, 1992 $5,849,647.50 was distributed to the cities for the month of APRIL, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of MAY, 1992.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731 0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION MEETING

JULY 21, 1992

On July 21, 1992, the Oregon Transportation Commission held its regular monthly meeting in Room 122 of the Transportation Building in Salem at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Judy Gregory, Manager, Human Resource and Organizational Development
John Rist, Interim Manager, Community and Governmental Relations
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
Tony Lewis, Manager, Financial Services
William Anhorn, Deputy Director and State Highway Engineer
Fran Neavoll, Commission Services

There were other staff persons present.

Vice Chairman Whitty moved and the motion carried unanimously by the Commission for approval of the following items on the consent calendar:

1) Minutes of the June 16, 1992, Commission meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2849 in Commission's files, Salem.)

3) Financial aid to municipalities program grant to the City of Corvallis in the amount of $4,500 as part of the 10 percent match for an FAA runway extension project at the Corvallis Municipal Airport, Benton County.

(Continued on next page)

9-14-92

Dale,

I may have goofed - in year's previous when we adopt Six-Year Program I have included authority for State Highway Engineer to sign necessary project agreements.

When the OTC adopted Program at 7-21-92, I forget to include that sentence.

Should it be or would the delegation orders cover Hwy. Engineer's authority to sign the agreements on this approval date?

If it is needed to be added, does it have to go back to the Commission as a correction to the minutes or could I just place a copy of corrected page in front of them and inform them I have added that phrase?

Fran Heavell

Fran,

I think a good argument that Delegation Order 35B, ¶ 1 provides SHE sufficient authority to sign project agreements for 6-Year Program approved projects. I support letting this one go, using 35B ¶1 authority and in future instances including authority for SHE to execute. Use approval date 7/21/92.

Dale Hansen
9/16/92

RECEIVED
SEP 17 1992
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4) Granted authority to distribute the following Fiscal Year 1992 Surface Transportation Program Funds. The 1992 STP allocation to cities over 5,000 population is $13,886,445 of which $9,112,178 is earmarked for the Portland urbanized area. The 1992 allocation to counties is $7,204,585. (Authorized State Highway Engineer to sign necessary agreements.)

Approval was given for a fund exchange, which modifies the current agreements with the Association of Oregon Counties and League of Oregon Cities by increasing the exchange rate from $0.85 to $0.94 State dollars in exchange for $1 of local Surface Transportation Program Funds. Instead of a lump sum exchange, local jurisdictions would receive the State Funds on a project-specific, reimbursement basis.

FISCAL YEAR 1992 STP FUND ALLOCATION
URBAN AREAS <50,000 POPULATION

URBAN AREA	POPULATION	PERCENT OF TOTAL		FEDERAL FUNDS
ALBANY	33,775	.07168	$	174,927
ASHLAND	17,060	.03621		88,366
ASTORIA	10,000	.02122		51,785
BAKER CITY	9,275	.01969		48,051
BEND	22,505	.04777		116,578
CANBY	9,370	.01989		48,539
COOS BAY	24,795	.05263		128,438
CORVALLIS	45,780	.09717		237,133
COTTAGE GROVE	7,475	.01586		38,704
DALLAS	9,560	.02029		49,516
FLORENCE	5,380	.01142		27,869
GRANTS PASS	17,785	.03775		92,125
HERMISTON	10,130	.02150		52,468
KLAMATH FALLS	36,581	.07764		189,472
LA GRANDE	11,840	.02513		61,327
LEBANON	11,075	.02351		57,374
LINCOLN CITY	6,025	.01279		31,213
MCMINNVILLE	18,615	.03951		96,420
MILTON-FREEWATER	5,580	.01184		28,894
MONMOUTH	10,930	.02320		56,617
NEWBERG	13,495	.02864		69,893
NEWPORT	8,540	.01813		44,244
ONTARIO	9,470	.02010		49,052
PENDLETON	15,440	.03277		79,972
PRINEVILLE	5,515	.01171		28,577
REDMOND	7,870	.01670		40,755
ROSEBURG	17,900	.03799		92,711
ST. HELENS	7,620	.01617		39,461
SEASIDE	5,420	.01150		28,065
SILVERTON	5,725	.01215		29,651
STAYTON	5,160	.01095		26,722
SUTHERLIN	5,080	.01078		26,307
SWEETHOME	6,975	.01480		36,118
THE DALLES	11,130	.02362		57,642
WILSONVILLE	8,755	.01858		45,343
WOODBURN	13,525	.02871		70,064
TOTAL	471,156	1.00000	$	2,440,393

(Continued on next page)

FISCAL YEAR 1992 SURFACE TRANSPORTATION PROGRAM FUND ALLOCATION

Funds Attributable to Portland Urbanized Area	$ 9,426,148.00
Less 1-1/2% HPR Funds	(141,392.00)
Less 1/2% PR Funds	(47,131.00)
Less Oregon Roads Finance Study	(125,446.66)
Portland Urbanized Area Allocation	$ 9,112,178.34

Nonattributable Funds to Balance of State	
1991 FAU Allocation x 1.10 Percent	$ 3,630,610.00
Less 1-1/2% HPR Funds	(54,460.00)
Less 1/2% PR Funds	(18,153.00)

Agreed Allocation, 147.6% of 1991 FAU Allocation	$ 4,774,267.00
Less Oregon Roads Finance Study	(108,302.00)
Balance of State Allocation	$ 4,665,965.00

Area	Federal Population	Percentage of Total	Fund Allocation
Eugene	189,192	21.750	$ 1,014,847
Medford	66,974	7.699	359,233
Salem	157,079	18.057	842,533
Rainier	1,674	.192	8,959
36 Smaller Urban Areas	454,965	52.302	2,440,393
TOTAL	869,884	100.000	$ 4,665,965

FISCAL YEAR 1992 SURFACE TRANSPORTATION PROGRAM FUND ALLOCATION

COUNTY		FEDERAL FUNDS
BAKER	$	96,862
BENTON		157,911
CLACKAMAS		428,429
CLATSOP		119,201
COLUMBIA		169,126
COOS		197,436
CROOK		93,063
CURRY		125,171
DESCHUTES		259,841
DOUGLAS		360,687
GILLIAM		62,493
GRANT		89,084
HARNEY		92,701
HOOD RIVER		113,775
JACKSON		318,901
JEFFERSON		115,041
JOSEPHINE		234,065
KLAMATH		150,404
LAKE		91,345
LANE		402,381
LINCOLN		147,601
LINN		249,170
MALHEUR		163,881
MARION		311,485
MORROW		105,454
MULTNOMAH		89,717
POLK		122,638
SHERMAN		64,574
TILLAMOOK		136,205
UMATILLA		209,194
UNION		108,258
WALLOWA		90,892
WASCO		105,816
WASHINGTON		192,823
WHEELER		55,891
YAMHILL		198,069
	TOTAL $	6,029,585

SUMMARY

Total Federal funds 147.6% X1991 FAS-C Allocation	$	7,204,585
Less Roads Finace Study		($450,000)
Less ICRIS Hardware & Software		($425,000)
Less OCRTA Program & (T2) Center		($300,000)
Balance Allocated to Counties	$	6,029,585

NOTE: The state will continue to pay one-half of the match on federally funded projects. Federal funds are estimated at 90% of total. The County and State will split the remaining10% match.

The above funds allocated to individual counties is based on the formula (25% Divided equally, 60% on rural population and 15% on rural county road mileage.

5) Adopted resolution transferring 3.46 miles of the Beaverton-Hillsdale Highway to the City of Portland, Multnomah County. (Abandonment Resolution No. 649 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Manager, Human Resource and Organizational Development	Exhibit C
Manager of Financial Services	Exhibit D
State Highway Engineer	Exhibit E
Program Manager	Exhibit F
Traffic Engineer	Exhibit G
Right of Way Manager	Exhibit H
Office of Operations, Maintenance/Construction Manager	Exhibit I
Bridge Engineer	Exhibit J
Region 2 Engineer	Exhibit K
Region 3 Engineer	Exhibit L
Region 4 Engineer	Exhibit M
Engineer of Materials	Exhibit N
Permits and Weighmasters Manager	Exhibit O
Aeronautics Administrator	Exhibit P
Assistant Attorney General	Exhibit Q
Highway Controller	Exhibit R

The Commission confirmed their next meeting date of Wednesday, August 26, 1992, in Bend at 8:30 a.m. at the City of Bend Public Works Department.

John Rist mentioned that the public hearing on the Oregon Transportation Plan will be held on Tuesday, August 25, 1992, at the City of Bend Public Works Department at 1:30 p.m.

The Commission tentatively set their following meeting in Roseburg for Monday, September 14 (tour and dinner), and Tuesday, September 15 (formal), 1992.

Mr. Rist informed the Commission that the Transportation Symposium will be held on Friday, September 18, 1992, at Portland State University at 8:30 a.m.

In Mr. Forbes' absence, Mr. Anhorn introduced the 35-, 40-, and 45-year employees to the Commission. He mentioned these employees will receive their service pins at a noon luncheon. (See names and years of service in the noon luncheon minutes, page 10,753.) Chairman Hollern thanked the long-term employees for their service to the State of Oregon and the Department of Transportation.

Mr. Anhorn presented a request to use Immediate Opportunity Funds for a road improvement project on the Lower Columbia River Highway (US30) east of Astoria and South Tongue Point Access Road in Clatsop County. He explained the Economic Development Department requested $700,000 in Immediate Opportunity Fund contributions, and the Commission adopted guidelines for the Program providing for a maximum amount of $500,000 per project. Mr. Anhorn recommended approving $530,000 for this project which is the estimated cost to reconstruct the intersection on US30. He said this approval would allow the entire project to proceed without drastically exceeding the Commission's guidelines. This project has been approved by the Economic Development Department. Commissioner Bolender moved for approval and the motion carried unanimously approving the funding for this project. The Commission also authorized the Director to sign the necessary agreement.

Ed Marges requested approval to submit a request to the September Emergency Board for an increase in the 1991-93 Traffic Safety Unit Budget to cover an increase in Federal Funds in the estimated amount of $1,010,000 that will be received during this biennium. He explained that with the passing of ISTEA, the Traffic Safety Unit has and will gain additional funds. He said if the decision was made not to seek an increase in the budget, approximately 15-20 projects would be eliminated from the 1993 Highway Safety Plan. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission.

Mr. Marges requested approval and permission to solicit two proposals for development of a Public Information and Education Campaign and a related attitude survey that includes an observational safety belt use survey during the period of October 1, 1992, to September 30, 1993. Commissioner Ford moved for approval of the request and the motion carried unanimously by the Commission. The Commission also authorized the Interim Manager of the Traffic Safety Unit to sign the necessary consultant contracts covering the following proposals:

1) Development of television and radio public service announcements, outdoor advertising, print ads, and brochures on various traffic safety issues at an estimated cost of $145,000 in Federal Funds.

2) Research component related to the Public Information Program including surveys in an amount not to exceed $60,000 in Federal Funds.

June Ross, Traffic Safety Unit, requested approval of the projects in the Fiscal Year 1993 Highway Safety Plan for submittal to the National Highway Traffic Safety Administration and the Federal Highway Administration. She handed the Commission copies of an Executive Summary of the Plan. (Copy in Commission's files, Salem.) She said the total program request is estimated at $10,222,000 with an estimated $3,895,000 in Federal Funds. Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission approving the following projects and authorized the Interim Manager of the Traffic Safety Unit to enter into and sign agreements and the necessary documents to carry out the projects identified in the Plan listed below:

(Continued on next page)

Table I-FY 1993 Projects by Program Area

ESTIMATED COSTS

Project #	Agency	Project Title	Federal	State Match	Local Match	Total All Funds	Federal to Local
		NHTSA-402					
AL-93-10-01	TSD	Traffic Safety Public Information	$120,000	$300,000	$0	$420,000	$30,000
AL-93-10-02	Washington Co.	Hispanic Driver's License	$25,000	$0	$11,000	$36,000	$25,000
AL-93-10-03	Independence	Independence/Monmouth DUII Project	$45,000	$0	$28,000	$68,000	$40,000
AL-93-10-04	Eugene	DUII Enforcement Project	$85,000	$0	$52,000	$137,000	$85,000
AL-93-10-00	TSD	Program Management	$63,000	$0	$0	$63,000	$0
		Total	$333,000	$300,000	$91,000	$724,000	$180,000
DE-93-20-01	TSD	Traffic Safety Public Information	$50,000	$200,000	$0	$250,000	$30,000
DE-93-20-02	TSD	Training, Networking, and Marketing	$75,000	$0	$0	$75,000	$30,000
DE-93-20-03	Douglas Co.	Tightening the Belt on Safety	$33,000	$0	$16,000	$49,000	$33,000
DE-93-20-04	TSD	Community Traffic Safety Project	$22,000	$0	$0	$22,000	$22,000
DE-93-20-05	TSD	Corporate Traffic Safety Project	$40,000	$0	$0	$40,000	$0
DE-93-20-06	OHP	Trauma Nurses Talk Tough	$43,000	$0	$20,000	$65,000	$45,000
DE-93-20-07	OHSU	[illegible]	$33,000	$30,000	$0	$63,000	$33,000
DE-93-20-08	DMV	Hispanic Outreach Program	$70,000	$47,000	$0	$117,000	$25,000
DE-93-20-00	TSD	Program Management	$102,000	$0	$0	$102,000	$0
		Total	$470,000	$277,000	$36,000	$783,000	$288,000
CP-93-25-01	Coos Bay	Community Traffic Safety Program	$86,000	$0	$128,000	$214,000	$86,000
CP-93-25-02	Josephine Co.	Community Traffic Safety Program	$100,000	$0	$100,000	$200,000	$100,000
CP-93-25-03	Tillamook Co.	Community Traffic Safety Program	$25,000	$0	$17,000	$42,000	$25,000
CP-93-25-04	Portland	Community Traffic Safety Program	$85,000	$0	$64,000	$149,000	$85,000
CP-93-25-05	Klamath Co.	Community Traffic Safety Program	$20,000	$0	$5,000	$25,000	$20,000
CP-93-25-00	TSD	Program Management	$19,000	$0	$0	$19,000	$0
		Total	$335,000	$0	$323,000	$658,000	$316,000
PT-93-30-01	Lane Co.	Highway 58 Corridor Enforcement Project	$21,000	$0	$42,000	$63,000	$21,000
PT-93-30-02	OSP	High Speed Vehicle Enforcement	$300,000	$115,000	$0	$415,000	$0
PT-93-30-03	TSD	Law Enforcement Spokesperson	$60,000	$0	$0	$60,000	$30,000
PT-93-30-03	Deschutes Co	Recreational Corridor Enforcement Project	$50,000	$0	$286,000	$376,000	$90,000
PT-93-30-00	TSD	Program Management	$34,000	$0	$0	$34,000	$0
		Total	$505,000	$115,000	$328,000	$948,000	$141,000
EM-93-40-01	Health Div.	EMS Training Project	$56,000	$35,000	$0	$91,000	$25,000
EM-93-40-02	Health Div.	EMS Mobile Training	$75,000	$46,000	$0	$121,000	$50,000
EM-93-40-03	BPSST	Emergency Medical Dispatch Training	$20,000	$4,000	$31,000	$55,000	$15,000
		Total	$151,000	$85,000	$31,000	$267,000	$90,000
TS-93-50-01	Health Division	Emergency Medical Services (EMS) Database	$80,000	$40,000	$0	$120,000	$0
TS-93-50-02	ODOT	Traffic Records Assessment	$23,000	$0	$0	$23,000	$0
		Total	$103,000	$40,000	$0	$143,000	$0
IH-93-55-01	TSD	Program Evaluation	$10,000	$0	$0	$10,000	$0
		Total	$10,000	$0	$0	$10,000	$0
SS-93-60-01	TSD	Bicycle Education for Youth	$10,000	$0	$0	$10,000	$0
SS-93-60-02	Yamhill Co.	Lifecycle Pilot Education Project	$5,000	$0	$10,000	$15,000	$5,000
		Total	$15,000	$0	$10,000	$25,000	$5,000
PS-93-65-01	TSD	Traffic Safety Public Information	$20,000	$0	$0	$20,000	$0
PS-93-65-02	Ashland	Model Pedestrian and Bicycle Safety Program	$30,000	$0	$15,000	$45,000	$30,000
		Total	$50,000	$0	$15,000	$65,000	$30,000
MC-93-80-01	TSD	Traffic Safety Public Information	$10,000	$115,000	$0	$125,000	$0
MC-93-80-02	TSD	Statewide Motorcycle Training	$0	$80,000	$30,000	$110,000	$0
MC-93-80-03	OSU	Motorcycle Training	$0	$200,000	$11,000	$211,000	$0
MC-93-80-00	TSD	Program Management	$21,000	$75,000	$0	$96,000	$0
		Total	$31,000	$470,000	$41,000	$542,000	$0
NPA-93-01-00	TSD	Planning and Administration(NHTSA)	$148,000	$185,000	$0	$333,000	$0
		Total	$148,000	$185,000	$0	$333,000	$0
		TOTAL NHTSA 402	$2,151,000	$1,472,000	$675,000	$4,498,000	$970,000
		FHWA-402					
FHD-93-70-01	OSU	Highway Engineering and Safety: Short Course	$70,000	$22,000	$22,000	$114,000	$35,000
FHD-93-70-02	TSD	Circuit Rider Training	$25,000	$0	$12,000	$37,000	$15,000
FHD-93-70-03	The Dalles	Agricultural Truck Routes	$26,000	$0	$15,000	$41,000	$25,000
FHD-93-70-04	ODOT	Work Area Traffic Safety Standards Project	$5,000	$1,000	$0	$6,000	$0
FHD-93-70-05	OSU	Engineering Assistance	$51,000	$0	$12,000	$63,000	$51,000
FHD-93-70-06	Polk Co.	Guardrail Study	$3,000	$0	$2,000	$5,000	$3,000
FHD-93-70-07	TSD	Traffic Safety Public Information	$10,000	$100,000	$0	$110,000	$0
FHD-93-70-13	Tillamook	Community Traffic Safety Program	$3,000	$0	$1,000	$4,000	$3,000
FHD-93-70-14	TSD	Community Traffic Safety Project	$3,000	$0	$0	$3,000	$3,000
FHD-93-70-00	TSD	Program Management	$50,000	$0	$0	$50,000	$0
		Total	$246,000	$123,000	$64,000	$433,000	$136,000
FPA-93-02-00	TSD	Planning and Administration(FHWA)	$24,000	$18,000	$0	$42,000	$0
		TOTAL FHWA 402	$270,000	$141,000	$64,000	$475,000	$136,000
		NHTSA-153					
HB-93-85-01	TSD	Traffic Safety Public Information	$50,000	$100,000	$0	$150,000	$30,000
HB-93-85-02	TSD	Safety Belt Enforcement Training	$15,000	$0	$0	$15,000	$0
HB-93-85-03	TSD	Safety Belt/Helmet Enforcement	$185,000	$60,000	$125,000	$370,000	$125,000
HB-93-85-00	TSD	Program Management	$80,000	$0	$0	$80,000	$0
		TOTAL NHTSA 153	$330,000	$160,000	$125,000	$615,000	$155,000
		NHTSA-408					
J6-93-11-01	OSP	DUII Enforcement Program	$100,000	$300,000	$37,000	$437,000	$37,000
J6-93-11-02	CLCC	CLCC DUII Reduction Team	$120,000	$40,000	$0	$160,000	$0
J6-93-11-03	Portland	DUII Enforcement Project	$67,000	$0	$237,000	$304,000	$67,000
J6-93-11-04	Woodburn	DUII Enforcement Project	$14,000	$0	$45,000	$59,000	$14,000
J6-93-11-05	Astoria	Astoria/Warrenton DUII Enforcement Project	$68,000	$0	$112,000	$180,000	$68,000
J6-93-11-06	Albany	DUII Enforcement Project	$31,000	$0	$78,000	$109,000	$31,000
J6-93-11-07	Salem	DUII Enforcement Program	$90,000	$0	$128,000	$218,000	$90,000
J6-93-11-08	Hood River Co	DUII Enforcement and Education Project	$40,000	$0	$40,000	$80,000	$40,000
J6-93-11-09	Corvallis	DUII Enforcement and Education	$74,000	$0	$208,000	$282,000	$74,000
J6-93-11-71	Multnomah Co.	DUII Diversion Compliance Project	$91,000	$0	$45,000	$136,000	$91,000
J6-93-11-72	Linn Co.	Tourniquet Sentencing Project	$23,000	$0	$56,000	$79,000	$23,000
J6-93-11-73	SODA	Youth Traffic Safety Project	$30,000	$0	$22,000	$52,000	$30,000
J6-93-11-75	MADD	Case Disposition Evaluation	$8,000	$2,000	$0	$10,000	$0
J6-93-11-76	OR Judicial Dept	Deschutes Hand-Held Computer Demo Project	$55,000	$65,000	$0	$120,000	$55,000
J6-93-11-77	TSD	Training for DUII System Professionals	$45,000	$25,000	$50,000	$120,000	$45,000
J6-93-11-82	TSD	DUII Evaluation	$10,000	$0	$0	$10,000	$0
J6-93-11-00	TSD	Program Management	$78,000	$0	$0	$78,000	$0
		Program Match	$0	$1,000,000	$500,000	$1,500,000	$0
		Unexpended valid obligation	$200,000	$100,000	$200,000	$700,000	$100,000
		TOTAL NHTSA 408	$1,144,000	$1,732,000	$1,758,000	$4,634,000	$755,000

Bob Royer, Manager of Transportation Research, requested authority to enter into a contract for the Port-of-Entry Advanced Sorting System (PASS) demonstration project at a total cost of $410,000. He said the project duration is 30 months and the funding will come from a Federal Highway Administration Intelligent Vehicle Highway System grant in the amount of $350,000 and $60,000 from Transportation Development Branch HPR funds. He explained the project will demonstrate the feasibility of using mainline weigh-in-motion, automatic vehicle identification, onboard computers, and two-way communication systems to sort heavy vehicles in both lanes of the mainline highway at highway speeds. The demonstration area is on I-5 northbound by the Ashland Port of Entry. Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission and the Transportation Development Manager was authorized to sign a consultant contract and the State Highway Engineer to sign a grant agreement with the Federal Highway Administration.

Mr. Meyerhoff said applications are being accepted for the replacement of Gil Bellamy as the Traffic Safety Manager. He told the Commission of the process for the selection of this appointment.

Commissioner Bolender moved for approval of the Director's appointment of Joni Reid as Interim Public Transit Unit Manager. Mr. Meyerhoff explained a permanent appointment to this position will be made after an open competitive selection process later this year. The motion carried unanimously by the Commission. (Dennis Moore, Administrator, Public Transit, will be retiring August 31, 1992.)

Mr. Meyerhoff recommended the appointment of Ted L. Millar as a member of the Oregon Aviation Advisory Committee replacing Ernst Sturm who resigned in December 1991. The term of office would expire December 31, 1993. Commissioner Bolender moved for approval of the appointment and the motion carried unanimously by the Commission.

Jane Hardy Cease commented that the Motor Vehicles Division was directed in a 1991-93 budget note to report twice to the Emergency Board on specific management and administrative actions taken by the Agency to increase efficiency and meet service goals identified. She said the first report was presented to the Emergency Board in January 1992. She explained the second report describes changes made that have increased operational efficiency, reduced costs or allowed the Division to better meet service goals. Vice Chairman Whitty moved for submitting the report to the Emergency Board. The motion carried unanimously by the Commission. (Copy of the report in Commission's files in Salem.)

Mr. Anhorn requested approval of a supplemental agreement with the Oregon State Museum of Anthropology, University of Oregon, for archeological mitigation services at the Kah-Nee-Ta Junction-Pelton Dam Road Project on the Warm Springs Highway in Jefferson County in the amount of $109,670. Commissioner Bolender moved for approval of the request and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the supplemental agreement.

At the request of Mr. Anhorn, Vice Chairman Whitty moved and the motion carried unanimously by the Commission adding the following projects to the Construction Section of the 1991-96 Highway Improvement Program and authorizing the State Highway Engineer to sign the agreements:

1) Corvallis Bypass Landscaping project on the Corvallis-Newport Highway (US20) in Benton County at an estimated cost of $230,000.

2) McKenzie Highway at 21st Street (Springfield) Signal project (ORE126) in Lane County at an estimated cost of $107,000.

Upon Mr. Anhorn's recommendation, Commissioner Bolender moved and the motion carried unanimously by the Commission increasing the project authorizations on the following contracts:

1) Contract No. 11,206, Eagle Creek-Estacada Section, Clackamas Highway, Clackamas County, in the amount of $110,434 (14.4 percent increase).

2) Contract No. 11,191, Bennett Road-Scappoose/Vernonia Road Section, Lower Columbia River Highway (US30), Columbia County, in the amount of $166,700 (44.8 percent increase).

3) Contract No. 11,194, Pacific Highway West-Gateway Street (WB) Section, Beltline Highway, Lane County, in the amount of $99,976 (21 percent increase).

4) Contract No. 11,138, Belt Line Highway-Barger Avenue (Eugene) Section, Pacific Highway West, Lane County, in the amount of $147,600 (9.4 percent increase).

5) Contract No. 11,062, Central Point Interchange Section, Pacific Highway (I-5), Jackson County, in the amount of $515,500 (13.7 percent increase).

Mr. Anhorn requested approval of a supplemental to Personal Service Contract No. 10,637 with DKS Associates in the amount of $6,730 for aerial base maps for the design of a ramp meter monitoring system in Portland. He explained that the Commission on September 18, 1990, approved $70,000 for this contract and the estimate provided for the aerial base maps was inadequate to prepare the final plans. The additional sum of $6,730 represents the consultant's cost to do this work. The Commissioner unanimously approved the request and authorized the State Highway Engineer to sign the supplemental.

Ken Husby, Region 2 Engineer, explained the reason for the request to add the Mill City Slide Correction Project on the North Santiam Highway in Marion County at an estimated cost of $665,950 to the Construction Section of the 1991-96 Highway Improvement Program. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the necessary agreement.

Bruce Broussard and Nathan Proby had scheduled an appearance before the Commission but cancelled their presentation.

Chairman Hollern called for a recess at 9:30 a.m., and reconvened the meeting at 9:45 a.m.

At the Commission's inquiry, Mr. Meyerhoff said the Scenic Byway Program item had been removed from the final agenda as there are some unresolved issues. He said this program would be restudied and presented to the Commission at a later date.

Cam Gilmour, Manager of Program Section, recalled that at the June meeting the Commission approved deleting construction funding on Region 1 projects in the 1993-1998 Six-Year Transportation Program totaling $22 million to fund the Westside Light Rail Project. He said the Commission also indicated that additional public testimony on those changes could be heard at this meeting. (There was no one in attendance at the meeting to testify.)

Mr. Gilmour informed the Commission the Joint Policy Advisory Committee had approved a resolution concerning the transfer of projects in Region 1. In order to allocate the $22 million for the Westside Light Rail Project, he said the additional change in the proposed Program is moving the two following projects on McLoughlin Boulevard to the Development Section:

> S.E. Harold Street-S.E. Tacoma Street Interchange Project. Moved from construction in 1996 to development. Construction cost of $6.4 million; total cost $13 million.
>
> Martin Luther King Jr. Boulevard/Grand Viaduct-SE Harold Street. Moved to development. Construction cost $6.4 million; total cost $10 million.

Mr. Gilmour handed the Commission the following list of Recommendations, which was a summary of the requests made by the delegations at the June meeting:

Project	Recommendations
Region 1	
Sunset Hwy @ Glencoe Rd.	No Change
Pfaffle Rd - Commercial St.	No Change
I-5 @ Stafford Rd Intch	No Change
I-5 @ Kruse Way Intch	No Change
Hwy 47 Bypass (Forest Grove)	No Change
Farmington Rd	No Change
Sandy Blvd. Metropolitan Area Cor. Study	No Change
Western Bypass Study	No Change
I-5 @ Greely Ramps (Blazer Arena)	No Change
$22 million for Westside LRT	2 Projs Dev
Region 2	
Lebanon - I-5	Dev FEIS
Alsea Hwy - Newton Cr.	No Change
Hwy 20 @ M.P. 34	Constr '92
Newton Cr - 53rd	No Change
53rd - Neer St	No Change
Neskahnie Mt. - Manzanita Jct	Fnl Plns '94
John Day River Br - Young's Bay Br	Constr '96
Region 3	
I-5 @ Franklin Blvd	No Change
Goshen Divide Hwy @ I-5 (Cottage Grove)	Constr '93
5 Passing Lanes, Hwy 126	No Change
I-105 Corridor - Six Lanes	No Change
Left Turn Refuge @ Greenwaters Park	No Change
Black Canyon - Midle Fork Willamette Rvr	No Change
Salt Creek - Eagle Creek	No Change
Salt Creek Falls - Klamath Co Line ovly	No Change
Ferry Street Bridge	Add $3B mill

(Continued on next page)

Mr. Gilmour said the Program mailed to the Commission incorporated the changes as shown on the list with the exception of the two following projects:

> Lebanon-I-5 Project, Corvallis-Lebanon Highway, Linn County. Development Section for the final environmental impact statement in 1997.
>
> John Day River Bridge-Young's Bay Bridge (Astoria Bypass), Clatsop County. Construction Section in 1996 rather than 1997.

Mr. Gilmour mentioned there was a project on the John Day Highway in Baker County which had been separated into two sections. He said the Grant County Line-Forest Boundary Project is in the Development Section and he recommended that the Forest Boundary-Unity Junction Section be included also.

In response to Vice Chairman Whitty's inquiry, Mr. Gilmour said the Neakahnie Mountain-Manzanita Junction Section Project would be included in the Development Section for final plans in 1994.

Mr. Husby spoke concerning the Astoria Bypass. He said the recommendation is to divide the project into two units, Rural and Urban Sections. He explained the reason for separating the project was that the right-of-way for the Urban Section would take much longer.

Mr. Gilmour told the Commission that a Committee had been formed for the transportation enhancement program. He handed the Commission the five factors of the Draft Project Selection and Prioritization Criteria that the Committee has agreed must be satisfied in order for a project to receive further consideration. (Copy of criteria in Commission's files, Salem.) He said current plans are to present to the Commission by August a final product so that projects could be identified by September, with a list of projects for funding for the next two years by October. Commissioner Ford was concerned about the regional equity issue on the enhancement funds. The Commission instructed staff to raise the equity issue with the Committee. Chairman Hollern said the Commission could consider this again at the August meeting.

Senator Joan Dukes spoke concerning the Astoria Bypass Project. She stated the process is difficult to follow and she was unaware that the second phase of the bypass was now scheduled for 1998. She had understood that the project was to be divided into two projects but had not understood the project would be moved back. She asked that the staff reconsider moving the second phase up to 1997. Mr. Husby said the time to acquire the right-of-way was the problem. She commented she was told it was the funding.

Commissioner Bolender suggested that the Commission receive a briefing on the right-of-way workload and the impact on other projects in the Program, as well as the Astoria Bypass Project.

The Commission instructed staff to return with the right-of-way report and the specific constraints on accelerating the Astoria Bypass Project.

Mr. Gilmour outlined the recommended change in the aeronautics portion of the Program as the State participating in the matching share of the Federal Funding, if the aviation revenue is increased. The Commission supported that proposal.

Erik East from the Public Transit Unit spoke concerning the transit portion of the Six-Year Program. Due to the controversy received on the mileage issue for bus replacement and population factors, as well as the equity issues, he said a second proposal has been developed and regional meetings are being held. He recommended deferring action on the transit portion of the Program until the meetings have concluded.

Chairman Hollern commented that if there are major changes to the transit portion of the Program that adequate opportunity be given for additional testimony at the August meeting.

Vice Chairman Whitty moved that the Commission approve the Program (except the transit portion) as mailed to them and as discussed by Mr. Gilmour. The motion carried unanimously by the Commission. This approval added to the highway portion of the 1993-1996 Six-Year Transportation Improvement Program the following projects:

1) Lebanon to I-5 Project.

2) John Day River-Youngs Bay Bridge, subject to a report at the August meeting on the right-of-way impacts and whether this project could be accelerated.

3) The projects as indicated on the Recommendation Sheet.

4) The one project on the John Day Highway.

(Copy of 1993-1998 Six-Year Transportation Improvement Program in Commission's files, Salem.)

Chairman Hollern called for a recess at 10:35 a.m., and reconvened the meeting at 10:50 a.m.

Roland Casad, Manager, Budget and Analysis Section, presented to the Commission the rough-cut 1993-1995 budget request totaling $1,576,255,362. He explained that there will be two budget formats presented to the Executive Department. One budget format will be the current law or Division's budget requests due by August 1 and the new structure budget will be due by September 1. He said the Executive Department review, recommendations and appeals will be between August and November. The Governor's Recommended Budget will be due to the Legislature by December 1. He commented that the staff will return to the Commission in November or earlier with detail and developments.

Mr. Casad reviewed the budget process, highlights, and updated sources and uses of funds. (See handouts in Commission's files, Salem.)

Each Branch Manager for Transportation Development, System Operations, Driver and Motor Vehicle Services, and Central Administration discussed their program emphasis covering managerial themes and initiatives as reflected in the budget figures. (See handouts in Commission's files, Salem.)

Chairman Hollern suggested that aeronautics construction appear in the budget under Transportation Systems Operations rather than Facilities Improvement/Construction.

Mr. Anhorn briefly discussed the highway facilities improvement and said the Commission would be provided a breakdown of the facilities.

Chairman Hollern asked that the staff return with a report on surplus property. The report should entail the following: total cost in the current biennium; total cost in the 93-95 budget request; total amount of surplus property that may be needed; total amount of "odd-shaped" right-of-way that is not needed; manpower issues; the plan and alternatives for disposal.

Following Mr. Casad's recommendation, Vice Chairman Whitty moved for approval of the request and the motion carried unanimously as follows:

1) Approved submitting ODOT's single agency budget to the Executive Department;

2) Collaterally, approved budget requests for each of ODOT's current Divisions; and

3) Granted authority for Director and Deputy Director to make final adjustments to numbers presented.

Vice Chairman Whitty said he liked the budget format. The Commission signed a certification document to accompany the summary and detailed statements. (See handouts in Commission's files, Salem.)

Chairman Hollern adjourned the formal meeting at 11:50 a.m.

At 12 noon Transportation Commissioners Hollern, Whitty, Bolender and Ford had lunch with the 35-, 40-, and 45-year service employees at McNary Restaurant, 6255 River Road North, Keizer. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.)

Chairman Hollern presented the pins to the following employees:

35 Years

Glenn D. Abernathy
Carl B. Barner
Virgil L. Broadwater
Robert N. Brownell
Donald L. Geister
Martin G. Havig
Horace G. King
Forest H. Magden
Jean E. Pearson
Michael B. Smith
Bruce M. Walton
Lawrence W. Yarrow
Dale R. Young

40 Years

Frank T. Kaiser
Florence S. Neavoll
Raymond E. Peerenboom

The following individuals were scheduled to receive their service pins, but were not present:

35 Years

Duane O. Christensen
Don B. Hanson
Richard O. Havig
Rod J. Henry
Charles E. Kettner
George A. Kleng
Ralph J. Klenski
Donald R. Reed
Charles V. Reeves
Donald R. Steele

40 Years

Fred W. Lucht III

45 Years

W. Reid Meritt

At 1:30 p.m. the Oregon Transportation Commission met with other members of the Oregon Transportation Plan Steering Committee in Room 122, Transportation Building, Salem, to discuss the Transportation Plan. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Roger L. Breezley, Member
Mark Ford, Manager, Strategic Planning
Dave Bishop, Manager, Transportation Plan
Fran Neavoll, Commission Services

There were other staff persons present. In attendance were other members of the Oregon Transportation Plan Steering Committee as follows:

Paul Phillips, State Senator
Joan Dukes, State Senator
Kevin Campbell, Grant County Judge
Carl Hosticka, State Representative
Ray Baum, State Representative
Cedric Hayden, State Representative
Charles Vars, Mayor of Corvallis
Tom Walsh, Tri-Met General Manager
Arlee Reno, consultant, Cambridge Systematics, Inc.

Dave Bishop opened the meeting by saying this is the last scheduled meeting of the Steering Committee. At the conclusion of the meeting, he said the recommendation will be for the Steering Committee to accept the Oregon Transportation Plan and forward it to the Commission for final public hearing on August 25, 1992, in Bend.

Mr. Bishop commented that meetings have been completed on the System Element Document and the comments have been compiled in a bound document. He handed the Committee written letters from the Port of Newport and David S. Arnott for inclusion in the document. (Copies of letters in Commission's files, Salem.)

Mr. Bishop handed the Commission 31 comments received on the Policy Element since the June meeting. (Document in Commission's files, Salem.) He said that some of the comments are housekeeping in nature and recommendations are included on the document. He stated the Committee could adopt by consent, rather than discussing each comment.

Mayor Vars moved and Mr. Walsh seconded the approval of the changes in the Policy Element that staff had made in response to the comments received.

Vice Chairman Whitty expressed concern on Comment 21, Action 2A.6, and it was suggested to change the sentence to read:

> Restrict access from State facilities for incompatible activities or development where land use plans call for rural or resource developments.

There was further discussion on the sentence. Mr. Bishop said the staff understands the concept of the change and would rewrite the sentence.

Chairman Hollern said he had some changes to the document that were not substantive, which he would give to Mr. Bishop for correction. An example would be on page 2 of the Policy Element in which he suggested the following wordage:

> The purpose of the Oregon Transportation Plan is to <u>provide guidance for the development</u> of a safe, convenient, and efficient transportation system which promotes economic prosperity and livability for all Oregonians.

The motion for approval of the changes made by staff carried unanimously by the Committee.

Representative Baum expressed concern for a sentence under Goal 4, Page 4, Policy Element, that stated "those who use and benefit from the transportation system should pay the full costs". Mr. Bishop said this statement also referred to Policy 4C, Page 43, under Implementation Policies. The Committee agreed to delete the sentence on page 4.

Vice Chairman Whitty said there was a typographical error on Page 20, Paragraph 2; the word should be "the" rather than "he".

Vice Chairman Whitty asked that on Page 38, Action 3A.4, the sentence be written more clearly. The Committee agreed to the wordage of the sentence as follows:

> Work with local, State, and Federal Governments to provide efficient transportation operations consistent with environmental or safety goals.

(Continued on next page)

Representative Baum was concerned with a sentence on Page 15, second paragraph from the bottom, second sentence. The Committee agreed to change the word from "preservation" to "enhancement" in the following sentence:

> We respect the natural systems that make up the environment and are dedicated to their enhancement.

Judge Campbell expressed concern for the last paragraph, Page 15, and the Committee agreed to change it to read:

> But, in spite of efforts to reduce air pollution, a number of areas in Oregon do not at all times meet Federal air quality standards.

Judge Campbell inquired about Policy 4C, Page 43, regarding the phrase "to reflect the full costs and benefits of uses". The Committee agreed to leave the sentence as written in the document.

Vice Chairman Whitty moved to approve the Policy Element and the motion carried unanimously by the Committee. (Copy of Policy Element included in document entitled Draft Oregon Transportation Plan in Commission's files, Salem.)

Bob Krebs gave a brief update on the rail passenger study. He explained the consultant and the advisory group have studied the rail network in Oregon and have reached the following consensus:

- Amtrak has the greatest potential for increased service, especially in the Willamette Valley.
- Improved service to the Willamette Valley should be in a series of five incremental stages.
- The Westside Southern Pacific Branchline should be postponed and reviewed in future studies.
- Add one train from Portland to Eugene at $1 million annually.
- Add intercity bus that would run on the hourly schedule as outlined in the minimum levels of service.

Mr. Krebs closed by saying the proposal as shown in the System Element of the Oregon Transportation Plan draft document on page 71 is a summary of the rail plan.

There was discussion whether the names of cities should be listed in the document as examples. Vice Chairman Whitty said there was inconsistency in the document on the names of the cities. He said Coos Bay/North Bend is the proper name to use and Bend/Redmond for Central Oregon. The Committee agreed that the names of cities should be included in the document.

There was considerable discussion on whether to include east-west high-speed rail, as well as in the Willamette Valley. The Committee decided that on Page 79 of the Document the Rail Passenger Policy and Plan should consider the potential for high-speed rail service in the Willamette Valley and in the Columbia River Gorge. The Committee agreed that on page 78 the word "proposed improvements" should be changed to "possible improvements".

The Committee was comfortable with the minimum levels of service for rail passenger as stated in the document and with the changes as discussed.

Mr. Bishop handed the Commission a discussion paper entitled System Element Issues. (Copy in Commission's files, Salem.) Mark Ford said a number of letters were received with respect to the alternatives presented in the Plan expressing the concern that while there were alternatives of funding levels there were not alternatives of policies. Arlee Reno discussed the consultant's analysis of approaches that would reflect making all the improvements recommended in the System Element except improvements to highways. This analysis is shown in the document on Page 67, Table 5, Detail-Summary Evaluation of Potential Alternative Approaches. (Copy in Commission's files, Salem.)

Ralph Wehinger from the Medford/Jackson County area expressed concern about the reference to the facility designations necessary for trade development activities. He requested that the Committee allow staff to interface with them on-site for a formal and detailed presentation. Chairman Hollern asked that he present the information to Dave Bishop and to testify at the public hearing.

Chairman Hollern called for a recess at 3:15 p.m. and reconvened the meeting at 3:30 p.m.

Mr. Bishop continued to discuss the System Element issues. He stated that telecommunications would increase twice as much through private sector actions under the livability approach. He said they may need to add a sentence in the Plan to make that clearer in the text of the Plan.

(Continued on next page)

On the mobility benchmark, Table 1, Page 14, in the Document, Mr. Bishop said comments were received from various individuals stating it was inappropriate to plan to not meet that benchmark, but should say how it will be met. He asked if the Committee agreed with the asterisk wordage. The Committee agreed to change the word from "benchmark" to "target". The sentence would read:

> * The severity of the measures required to achieve this target would defeat the achievement of other livability and economic development goals. ODOT has recommended a target consistent with the Transportation Planning Rule's 20 percent reduction of VMT.

Mr. Bishop mentioned that bicycle, pedestrian, and rail passenger services have been added under minimum levels of service. On Page 76 in the document, fourth bullet, Mr. Bishop said comments have been received that the 100 percent was too high and the sentence was changed to read:

> Park and ride facilities along major rail or busway corridors shall be provided to meet reasonable peak and off-peak demand for such facilities.

Mr. Bishop referred to the minimum levels of service for transit and said the following asterisk has been added: These minimum levels of service will be revised in a future statewide transit plan. He mentioned that the document includes a statement that it would be updated at least every six years. The Committee agreed to leaving the minimum service standards for transit as written.

Mr. Bishop said the text under the State, Regional, and Local Planning Implementation Requirements, Page 86 of the document, has been revised to reflect limited authority of the Commission to place requirements on local governments and the lists of ISTEA and Goal 12 Transportation Rule have been removed for simplicity.

The Committee agreed with the statements shown on Page 97, under Intergovernmental Cooperation.

Mr. Bishop commented that the scenic byways designations on the map in the document are tied to a national designation, not a state designation.

Mr. Bishop referred to the future possibilities map in the document, which showed a tourism highway from Grants Pass to Gold Beach. Mayor Vars moved to delete the designation on the map and the motion carried unanimously by the Committee.

The Committee agreed to leave on the map in the document the intermodal freight airport in Klamath Falls. There was discussion on clarifying that all commercial airports are intended to expand freight capacity, but the proposed Klamath Falls intermodal freight airport is envisioned as a primarily freight handling West Coast hub.

Commissioner Breezley suggested that the document be reviewed in the final stages to look for consistency of terminology.

Mayor Vars moved and Mr. Walsh seconded to approve the Multimodal System Element document and forward it to the Commission for final public hearing on August 25 in Bend. The motion carried unanimously by the Committee. (Copy of Multimodal System included in document entitled Draft Oregon Transportation Plan.)

Mark Ford summarized the progress on the development of a funding proposal to support the Transportation Plan and to present the financing implications inherent in adoption of the Policy and Multimodal System Elements, which was included in a discussion paper. (Copy of discussion paper entitled Draft Transportation Plan Financial Options on file in Commission's files, Salem.) He indicated the discussion paper listed three financing scenarios as no change to the constitution, marginal change to constitution, and no constitutional restrictions but funds dedicated to all transportation purposes. He said the discussion paper also covers congestion pricing and the transportation infrastructure bank. He referred to Table 6, Comparison of Plan Alternatives, in the Draft Transportation Plan. (Copy in Commission's files, Salem.)

There was discussion among the Committee regarding the funding alternatives. Chairman Hollern said the actual needs will continue to be refined, along with alternative recommendations within each of the three funding categories. He proposed that the Steering Committee meet in October to agree on a recommendation to forward to the Legislature. Representative Phillips suggested that the staff prepare fact sheets on the options and circulate to stakeholders and ask for input. Mayor Vars said he would prefer a second component to the trust fund consisting of a transit fund.

Chairman Hollern adjourned the meeting at 4:30 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Member

Cynthia J. Ford, Member

Roger L. Breezley, Member

Fran Meaxell
Commission Services

July 21, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with Tillamook County to provide law enforcement services at Sand Beach Recreational Area. This agreement is effective July 1, 1992, through June 30, 1993. The total cost of this agreement is estimated at $54,111.29. The Division's share of this cost is $18,037.96 or 33 percent whichever is less. (Approved by Bill Anhorn on May 28, 1992. Authorize State Highway Engineer to sign necessary agreement.)

Dated this 4 day of June, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

May 29, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with Department of Forestry to provide law enforcement services in the ATV ride areas of Tillamook State Forest. The total cost of this agreement is estimated at $53,000. The Division's share of this cost is $24,000 or 45 percent whichever is less. (Approved by Bill Anhorn on June 5, 1992. Authorize State Highway Engineer to sign necessary agreement.)

Dated this 15 day of June, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 8, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Grant authority to enter into a consultant contract with John (Jack) Y. Lansing for implementation of the Aurora State Airport Management Strategy and to promote aviation. Maximum cost $15,000. The implementation of this strategy is to be completed within six months from approval date. (Authorize Manager of Transportation Development to sign necessary contract.)

Dated this 15 day of June, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 10, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Request for authorization to enter into an inter-agency agreement with Portland State University to perform research regarding stabilization of soil embankments for the Swift-Delta Interchange Project and will support techniques to be used on the Portland West Side Light Rail Project. Cost $49,000 and will be equally funded with Federal Highway Planning and Research and Administrative Funds. (Approved by William Anhorn June 11, 1992.) (Authorize State Highway Engineer to sign agreement.)

Dated this 25 day of June, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 23, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with Lane County to provide law enforcement services in the Oregon Dunes National Recreation Area. The total cost of this project is estimated at $70,469. The Division's share of this cost is $51,819 or 74 percent of the documented project costs whichever is less. Funds established and allocated pursuant to ORS 802.130-140 will be expended under this agreement. The All-Terrain Vehicle Account Allocation Committee has recommended this project for funding at their April 17, 1992 meeting. (Approved by William Anhorn June 24, 1992.) (Authorize State Highway Engineer to sign agreement.)

Dated this 26 day of June, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 24, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On June 23, 1992, approved a personal service contract with Oregon Transit Association to organize and develop a Transportation Policy Advisory Committee and Transportation Symposium. The cost is $21,000. The contract will end December 23, 1992. William Anhorn signed for Director Don Forbes on June 26, 1992.

Dated this 1 day of July, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 29, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Amendment to an agreement with Lower Umpqua Hospital Foundation to purchase rescue equipment to be used in the Dunes area. This amendment will extend the project period to January 1, 1993. There is no additional cost. The All-Terrain Vehicle Account Allocation Committee has recommended this project for funding at their July 19, 1991 meeting. (Approved by William Anhorn June 26, 1992.) (Authorize State Highway Engineer to sign amendment.)

Dated this 1 day of July, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 30, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following actions and report these actions for your official records:

1) On September 23, 1991, approved consent memo with Tri-Met for operation of Vintage Trolley vehicles over Steel Bridge Upper Deck in Portland. (Judy Gregory signed for Director.)

2) On May 15, 1992, signed Supplement No. 4 to a personal service contract with Kelly Temporary Services to provide temporary employment services for the Aeronautics, Public Transit, Central Services, and Traffic Safety Divisions and Department of Parks and Recreation. This supplement adds an additional $70,000 for a new total not to exceed $388,753. (Transportation Commission approved April 23, 1992.)

3) On May 15, 1992, signed Supplement No. 4 to a personal service contract with Kelly Temporary Services to provide temporary employment services for the Highway Division. This supplement adds an additional $50,000 for a new total not to exceed $862,866.78. (Transportation Commission approved April 23, 1992.)

4) On May 29, 1992, approved an interagency agreement with the Progress Board Administration of the Oregon Economic Development Department for the 1992 Oregon Population Survey. This agreement is effective May 29 through September 1, 1992, at a cost not to exceed $10,000. (William Anhorn signed for Director.)

5) On May 29, 1992, approved an interagency agreement between Adult and Family Services Division of Human Resources and Public Utility Commission to gain access to certain electronic records to determine eligibility for the Oregon Telephone Assistance Program. Time period: June 1, 1992, through May 30, 1997, or to end of enabling legislation covering Telephone Assistance Program.

6) On June 4, 1992, approved a personal service contract with Barney and Worth, Inc., to arrange for keynote speaker and develop "hook" to attract audience to symposium. This contract is effective June 5 through July 31, 1992, at a cost not to exceed $999.

7) On June 26, 1992, signed a personal service contract with Oregon Transit Association to organize and develop a Transportation Policy Advisory Committee and Transportation Symposium. This contract is effective June 27 through December 23, 1992, at a cost not to exceed $21,000. (William Anhorn signed for Director in his absence.)

Dated this 15th day of July, 1992

Don Forbes
Director

June 29, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Assistant Director for Administration (Subdelegation Order No. DIR-8), now reorganized as Manager, Human Resource and Organizational Development, the following actions were taken:

1) On May 15, 1992, approved a personal service contract with Advanced Business Solutions, Inc., to replace hard drives on the Central Services file server. This contract is effective May 30 through June 6, 1992, at a cost not to exceed $1,900.

2) On June 10, 1992, approved a personal service contract with Ruth I. Johnson to conduct "Public Contact Skills" workshop. This workshop is to be held July 20 through July 21, 1992, at a cost not to exceed $2,000.

Dated this 1st day of July, 1992

Judy Gregory

Judy Gregory
Manager, Human Resource and Organizational Development

June 29, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Assistant Director for Finance, the following action was taken:

1) On February 26, 1992, signed a personal service contract with Department of Justice and Preston, Thorgrimson, Shidler, Gates and Ellis to provide bond counsel services. This contract is effective April 10, 1992, through June 30, 1993, at a cost not to exceed $95,000. (Transportation Commission approved June 25, 1991.)

Dated this 30 day of June, 1992

Tony Lewis

Tony Lewis
Assistant Director for Finance, now reorganized as
Manager of Financial Services

June 30, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Parker, Winant and Johnson Slough Bridges Section of the Yaquina Bay Road in Lincoln County. Bids received May 28, 1992. Contract No. 11,146 awarded on June 11, 1992, to Concrete Enterprises, Salem, at $865,087.40.

2) Work on the S.E. 8th Street-S.E. 10th Street Section of East Highland Avenue in Hermiston, Umatilla County. Bids received April 9, 1992. Contract No. 11,179 awarded on April 23, 1992, to Blue Mountain Paving Co., Yakima, WA, at $231,638.00.

3) Work on the New Princeton Section of the Steens Highway in Harney County. Bids received April 9, 1992. Contract No. 11,180 awarded on April 23, 1992, to J.C. Compton Contractor, Inc., McMinnville, at $1,636,893.00.

4) Work on the Salt Creek Bridge Section of Beck Road in Polk County. Bids received April 23, 1992. Contract No. 11,181 awarded on May 5, 1992, to JAL Construction, Inc., Bend, at $94,482.50.

5) Work on the District 13 Recycle Project on the Wallowa Lake Highway, Old Oregon Trail, and at Charles Reynolds Rest Area in Union County. Bids received April 23, 1992. Contract No. 11,184 awarded on May 5, 1992, to Gordon Paving Co., Inc., Burley, ID, at $590,078.05.

6) Paving and rock production on the Speece-Condon Section of the John Day Highway in Gilliam County. Bids received April 23, 1992. Contract No. 11,185 awarded on May 5, 1992, to Oregon Asphaltic Paving Company, Portland, at $550,520.00.

7) Work on the Arlington-Cedar Springs Road (North Unit) Section of the John Day Highway in Gilliam County. Bids received April 23, 1992. Contract No. 11,186 awarded on May 5, 1992, to Oregon Asphaltic Paving Company, Portland, at $962,537.20.

8) Work on the Golden Creek-Weatherly Creek Section of the Umpqua Highway in Douglas County. Bids received April 23, 1992. Contract No. 11,187 awarded on May 5, 1992, to Roseburg Paving Company, Portland, at $199,633.00.

9) Work on the S.E./N.E. 47th Ave. and S.E./N.E. 60th Ave. Section of East Burnside Street in Portland, Multnomah County. Bids received May 7, 1992. Contract No. 11,190 awarded on May 14, 1992, to Goldie Gentle Construction, Inc., at $228,264.75.

10) Overlay on the Bennett Road-Scappoose/Vernonia Road Section of the Lower Columbia River Highway in Columbia County. Bids received May 7, 1992. Contract No. 11,191 awarded on May 14, 1992, to Morse Bros., Inc., Lebanon, at $279,125.00.

11) Paving on the Minnie Creek-Butcher Knife Creek Section of the Redwood Highway in Josephine County. Bids received May 7, 1992. Contract No. 11,192 awarded on May 14, 1992, to Copeland Paving, Inc., Grants Pass, at $448,056.00.

12) Work on the Cogswell Hill Slide (Thurston) Section of the McKenzie Highway in Lane County. Bids received May 7, 1992. Contract No. 11,193 awarded on May 14, 1992, to Delta Sand & Gravel Co., and Babb Construction Co., Inc. dba Delta Construction Co., Eugene, at $418,053.90.

13) 1992 District 4 Recycle Projects on Pacific Highway West and the Corvallis Newport Highway in Benton and Lincoln Counties. Bids received May 7, 1992. Contract No. 11,195 awarded on May 14, 1992, to Kiewit Pacific Co., Vancouver, WA, at $521,929.00.

14) Roadwork on the Sourdough Canyon-Hinton Creek Section of the Heppner and Wasco-Heppner Highways in Morrow County. Bids received May 7, 1992. Contract No. 11,196 awarded on May 14, 1992, to Oregon Asphaltic Paving Company, Portland, at $541,824.55.

15) District 7 Overlay Projects on the Oregon Coast and Coos Bay-Roseburg Highways in Coos County. Bids received on May 7, 1992. Contract No. 11,197 awarded on May 14, 1992, to Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, at $673,280.20.

16) Roadwork on the Willow Creek-Central Oregon Highway Section of the John Day Highway in Malheur County. Bids received on May 7, 1992. Contract No. 11,198 awarded on May 14, 1992, to McCafferty-Whittle Construction Company, Brush Prairie, WA, at $785,224.50.

17) Work on the Mitchell-Keyes Creek Summit (West Unit) Section of the Ochoco Highway in Wheeler County. Bids received on May 7, 1992. Contract No. 11,199 awarded on May 14, 1992, to Elting, Incorporated, Clackamas, at $2,945,429.50.

18) Work on the Terwilliger Boulevard Interchange Section of the Pacific Highway (I-5) in Multnomah County. Bids received May 28, 1992. Contract No. 11,200 awarded on June 15, 1992, to Green International, Inc., a Corporation of Iowa dba Denver Green International, Inc., Denver, CO, at $12,577,468.38.

19) N.W. Portland Intersection Improvement Project Phase 1 on N.W. 21st Ave., and N.W. 23rd Ave. in Multnomah County. Bids received May 28, 1992. Contract No. 11,201 awarded on June 11, 1992, to All Concrete Specialties, Inc., Vancouver, WA, at $139,971.00.

20) Overlay on the Arch Cape Tunnel-Short Sand Creek Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. Bids received May 28, 1992. Contract No. 11,205 awarded on June 11, 1992, to Bayview Transit Mix, Inc., Salem, at $433,191.00.

21) Overlay on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County. Bids received May 28, 1992. Contract No. 11,206 awarded on June 11, 1992, to Roy L. Houck Construction Company, Salem, at $643,160.00.

22) Work on Passmore Road-Bayshore Drive Section on the Oregon Coast Highway in Lincoln County. Bids received May 28, 1992. Contract No. 11,207 awarded on June 11, 1992, to Road & Driveway Company, Newport, at $1,069,005.25.

23) Work on the U.S.B.R. Canal (Klamath Falls) Bridge Section of The Dalles-California Highway in Klamath County. Bids received May 28, 1992. Contract No. 11,208 awarded on June 11, 1992, to Mocon Corporation, Portland, at $834,374.00.

24) Work on N.E. Savage St.-S.E. "M" St. (Grants Pass) Section of the Redwood Highway in Josephine County. Bids received May 28, 1992. Contract No. 11,209 awarded on June 15, 1992, to Albany Electric, Inc., Albany, at $1,102,395.00.

25) Work on the Norwood Road-Powers Road (Bend) and Powell Butte Junction-Crook County Line Section of The Dalles-California Highway in Deschutes and Crook Counties. Bids received May 28, 1992. Contract No. 11,210 awarded on June 11, 1992, to J.C. Compton Contractor, Inc., McMinnville, at $1,975,272.00.

26) Work on the Old Oregon Trail Highway-Island City Section of the Wallowa Lake Highway in Union County. Bids received May 28, 1992. Contract No. 11,211 awarded on June 11, 1992, to Fabricators, Incorporated and Roy L. Houck Construction Company, Inc., a JV, Salem, at $2,266,813.70.

27) Work on the Woodburn N.C.L.-Lincoln Street Section of Pacific Highway East in Marion County. Bids received May 28, 1992. Contract No. 11,212 awarded on June 11, 1992, to J.C. Compton Contractor, Inc., McMinnville, at $3,329,244.00.

28) Work on the Pacific Highway-42nd Street (Springfield) Section on the Eugene-Springfield Highway in Lane County. Bids received May 28, 1992. Contract No. 11,213 awarded on June 11, 1992, to Wildish Paving Co., Eugene, at $3,147,328.50.

29) Work on the Airport Way-Columbia Boulevard Section of the East Portland Freeway in Multnomah County. Bids received May 28, 1992. Contract No. 11,214 awarded on June 11, 1992, to Tri-State Construction, Inc., Portland, at $4,840,755.00.

Dated this 9TH day of July, 1992

William Anhorn
State Highway Engineer

July 1, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On April 30, 1992, signed an agreement with Marion County to construct the Lancaster Drive-Cordon Road Section of the Center Street Bikeway Project. (Transportation Commission approved project on December 17, 1991, as part of the FY 1993 Bikeway Program.)

2) On April 30, 1992, signed a personal service contract with David Evans and Associates, Inc., for the Redmond Traffic Study in Deschutes County. This contract is effective April 30, 1992, through June 30, 1993, at a cost not to exceed $110,000. (Transportation Commission approved $102,000 on January 29, 1991, and $8,000 on June 16, 1992.)

3) On May 7, 1992, signed a personal service contract with Kittelson and Associates, Inc., for Warrenton Traffic Study on U.S. Highway 101 in Clatsop County. This contract is effective May 7 through August 31, 1992, at a cost not to exceed $20,000. (Chairman Hollern approved December 12, 1991.)

4) On May 8, 1992, signed an agreement with City of Silverton for the preparation and publication of the Silverton Bicycle Master Plan. (Transportation Commission approved project on December 17, 1991, as part of the FY 1993 Bikeway Program.)

5) On May 11, 1992, approved a letter of agreement between Public Utility Commission and Department of Transportation to formalize the payments the Public Utility Commission makes to Department of Transportation for the Weighmasters. Agreement effective July 1, 1991, and will continue through June 30, 1993. The monthly payment is $302,268.

6) On May 13, 1992, signed Supplement No. 4 to a personal service contract with Alpha Engineers Inc., covering construction of the Airport Way Interchange and Airport Way to Columbia Boulevard on East Portland Freeway in Multnomah County. This supplement adds an additional $24,000 for a new total not to exceed $343,310.91. (Transportation Commission approved September 19, 1989.)

7) On May 13, 1992, signed Supplement No. 5 to a personal service contract with Alpha Engineers Inc., covering construction of the Airport Way Interchange and Airport Way to Columbia Boulevard on East Portland Freeway in Multnomah County. This supplement extends the contract to September 30, 1993. (Transportation Commission approved September 19, 1989.)

8) On May 14, 1992, signed an agreement with Curry County covering construction and maintenance of a new traffic signal on the Oregon Coast Highway at Hoffeldt Lane. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

9) On May 18, 1992, signed a personal service contract with Cambridge Systematics, Inc., for consulting services for Pontis Bridge Management System. This contract is effective May 21, 1992, through January 31, 1993, at a cost not to exceed $24,500. (Chairman Hollern approved April 10, 1992.)

10) On May 18, 1992, signed a personal service contract with OBEC Consulting Engineers covering construction of the Cogswell Hill Slide Repair Section of McKenzie Highway in Lane County. The contract is effective May 18 through September 30, 1992, at a cost not to exceed $18,000. (Chairman Hollern approved April 24, 1992.)

11) On May 19, 1992, signed Supplement No. 1 to a personal service contract with OBEC Consulting Engineers covering preliminary engineering services on the Joseph Street Interchange-Stayton NCL Section of the North Santiam Highway in Marion County. This supplement adds an additional $179,754 for a new total not to exceed $1,977,292. (Transportation Commission approved September 19, 1989.)

12) On May 19, 1992, signed Supplement No. 1 to a personal service contract with Woodward-Clyde Consultants for preliminary and construction engineering services for Elk Creek Tunnel on Umpqua Highway in Douglas County. This supplement extends the contract completion date to September 30, 1992. (Transportation Commission approved January 29, 1991.)

13) On May 21, 1992, signed a personal service contract with Keith Crawford & Associates for supportive services to certified Disadvantaged Business Enterprises. This contract is effective May 29 through December 31, 1992, at a cost not to exceed $162,000. (Transportation Commission approved January 21, 1992. Duane Christenson signed for State Highway Engineer.)

14) On May 22, 1992, signed Supplement No. 1 to an agreement with Metropolitan Service District for a comprehensive transportation study in the Portland Urbanized Area. (Director Forbes signed for State Highway Engineer.)

15) On May 26, 1992, signed an agreement with Washington County to construct the 158th Avenue-Murray Boulevard Section of the Walker Road Bikeway Project. (Transportation Commission approved December 17, 1991, as part of the 1993 Bikeway Program.)

16) On May 26, 1992, signed Supplement No. 1 to a personal service contract with David Evans and Associates, Inc., covering on-call field survey services in Region 2. This supplement extends the contract completion date to June 1, 1993. (Transportation Commission approved October 17, 1990.)

17) On May 26, 1992, signed an agreement with Public Utility Commission regarding their occupancy of Department of Transportation's weigh station building located at Umatilla Port of Entry.

18) On May 26, 1992, signed a personal service contract with Corrpro Companies, Inc., for training on corrosion engineering and cathodic protection. This contract is effective June 3 through August 31, 1992, at a cost not to exceed $17,500. (Chairman Hollern approved March 17, 1992.)

19) On May 26, 1992, signed Supplement No. 2 to a personal service contract with David Evans and Associates, Inc., covering on-call field survey services for Region 1. This supplement extends the contract completion date to June 1, 1993. (Transportation Commission approved original contract on October 17, 1990 and Supplement No. 1 on August 20, 1991.)

20) On May 26, 1992, signed Supplement No. 3 to a personal service contract with Lindburg/Chrisman Architects for on-call building architectural and engineering services to the Bridge Section. This supplement extends the contract completion date to June 30, 1993. (Transportation Commission approved June 20, 1989.)

21) On June 3, 1992, signed a personal service contract with DKS Associates, Inc., for design of a traffic management system and development of an incident response program. This contract is effective June 3, 1992, through April 1, 1993, at a cost not to exceed $375,000. (Transportation Commission approved April 23, 1992.)

22) On June 3, 1992, approved Exhibit A to an annual agreement for 1992 with Department of Agriculture for noxious weed control on State Highway rights-of-way.

23) On June 5, 1992, signed Supplement No. 5 with Tri-Met for environmental services for Westside Light Rail Project on Sunset Highway in Multnomah County. This supplement adds an additional $80,000 for a new sum not to exceed $416,869. (Transportation Commission approved May 22, 1991.)

24) On June 5, 1992, signed an agreement with City of Salem covering construction of the Lancaster Drive-Cordon Road Section of the Center Street Bikeway Project. (Transportation Commission approved December 17, 1991, as part of the FY 1993 Bikeway Program.)

25) On June 5, 1992, signed an agreement with City of Milton-Freewater covering preparation of the Milton-Freewater Bicycle Master Plan in the vicinity of Weston, Athena, and Milton-Freewater. (Transportation Commission approved December 17, 1991, as part of the FY 1993 Bikeway Program.)

26) On June 8, 1992, signed an agreement with the City of Salem covering construction of the Salem Highway between 25th Street and Airport Road and for the transfer of right-of-way within the project limits to the City. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

27) On June 8, 1992, signed Supplement No. 2 to a personal service contract with Century West Engineering Corporation for materials testing in Region 4. This supplement adds an additional $100,000 for a new sum not to exceed $215,000. (Transportation Commission approved February 19, 1992.)

28) On June 10, 1992, signed a personal service contract with Century West Engineering Corporation for materials testing in Region 5. This contract is effective June 10, 1992, through July 31, 1993, at a cost not to exceed $100,000. (Transportation Commission approved February 19, 1992.)

29) On June 15, 1992, signed an agreement with Washington County for construction of Murray Boulevard Bikeway Project from Scholls Ferry Road to Allen Boulevard. (Transportation Commission approved the Beaverton-Tualatin Highway Project on July 17, 1990, as part of the 1991-1996 Highway Improvement Program and approved transfer of funds to Murray Boulevard Project on December 17, 1991, as part of the FY 1992 Bikeway Program.)

30) On June 18, 1992, signed an interagency agreement with Department of Parks and Recreation for the purpose of rehabilitating Oregon Trail kiosks and the interpretive panels. (Transportation Commission approved June 16, 1992.)

31) On June 23, 1992, signed Supplement No. 2 to a personal service contract with Modjeski and Masters for on-call moveable bridge mechanical and electrical engineering services. This supplement extends the contract completion date to June 30, 1993, and changes the unit price amounts. (Transportation Commission approved the contract June 20, 1989.)

EXHIBIT E

MINUTES OF 7/21/92

32) On June 24, 1992, signed an agreement with Department of Forestry to provide law enforcement services in the ATV ride areas of Tillamook Forest. This agreement is effective April 17, 1992, through July 1, 1993, at a cost not to exceed $53,000. (Chairman Hollern approved June 15, 1992.)

Dated this day 30TH of the June, 1992

William Anhorn
State Highway Engineer

June 30, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On April 30, 1992, signed an agreement with Multnomah County to upgrade the existing two-phase signal to fully-actuated eight-phase operation with fire pre-emption, add a left-turn lane on 202nd Avenue and install wheelchair ramps where needed at the intersection of S.E. Stark Street at S.E. 202nd Avenue. (Project approved December 6, 1991, as part of the Six-Year Highway Improvement Program.)

2) On May 7, 1992, signed an agreement with City of Sandy for the improvement of Langensand Road (Hwy. 26 to Gary St.) Project. (Transportation Commission approved Special City Allotment Program on October 15, 1991.)

3) On May 22, 1992, signed an agreement with City of Island City, City of La Grande and Union County covering the installation of a traffic control signal at the intersection of Wallowa Lake Highway and Cove Highway and reconstruction and widening of the Wallowa Lake Highway from Old Oregon Trail-Island City. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

4) On May 22, 1992, signed Supplement No. 2 to an agreement with City of Hermiston concerning the reconstruction of the 0.45 mile segment of East Highland Avenue, SE 8th Street-SE 10th Street Project. (Transportation Commission approved August 16, 1988, as part of the Six-Year Highway Improvement Program.)

5) On May 26, 1992, signed an agreement with City of Hillsboro to replace the traffic control signals at 11 locations, upgrade the signal controllers at two additional locations, and provide an interconnect system for all 13 locations along the Tualatin Valley Highway within the city limits. (Transportation Commission approved July 22, 1990, as part of the Six-Year Highway Improvement Program.)

6) On June 5, 1992, signed an agreement with City of Central Point and Jackson County covering construction of Central Point Interchange. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

7) On June 10, 1992, signed Supplement No. 1 to an agreement with City of Keizer covering construction of the Windsor Island Road-Joan Drive Section of Lockhaven Drive Project in Marion County. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

8) On June 22, 1992, signed an agreement with Douglas County for construction of a new bridge over South Umpqua River on Happy Valley Road. (Transportation Commission approved as part of the Six-Year Highway Improvement Program March 30, 1992.)

Dated this 1st day of July, 1992

Joyce M. Speight for
Cam Gilmour, Manager
Program Section

June 29, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

June 26, 1992

COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
Dillard Truss Br. No. 19C516 Douglas County	30,000		30,000		6/3/92

Approved Cam Gilmour
Cam Gilmour, Manager
Program Section

Date 6/29/92

MKS040.th

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On April 29, 1992, established a 40 MPH speed zone in the vicinity of Metolius on the Culver Highway in Jefferson County at the following locations: (Rescinded Speed Zone Resolution No. 329 dated September 29, 1960. See Speed Zone Order No. 1015.)

   Dover Lane (North) M.P. 3.73 to M.P. 3.80
   Ninth Street (South) M.P. 4.59 to M.P. 4.89

2) On April 30, 1992, established a 45 MPH speed zone near City of Siletz on the Siletz Highway in Lincoln County at the following locations: (See Speed Zone Order No. 1016)

   South River Drive 317 feet (South) M.P. 24.10
   Fred Taylor Road 0.15 mile (South) M.P. 24.41

3) On April 30, 1992, adopted Speed Zone Order No. 1017 covering the following sections on the Grants Pass Parkway in Josephine County:

   35 MPH from M.P. 0.20 to M.P. 0.22
   45 MPH from M.P. 0.22 to M.P. 0.82

4) On May 1, 1992, approved a parking prohibition on the west side of the Pacific Highway West in Lane County at M.P. 117.44 to M.P. 117.66.

5) On May 4, 1992, adopted Speed Zone Order No. 1018 covering the following sections on Midland Highway in Klamath County:

   35 MPH from M.P. 0.00 to M.P. 0.45
   45 MPH from M.P. 0.45 to M.P. 1.40

   Rescinds Speed Zone Resolution No. 902 dated September 14, 1983.

6) On May 19, 1992, signed an agreement with City of Grants Pass for upgrading the signal system on 6th and 7th Streets from N.E. Savage Street-S.E. "M" Street. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

7) On May 19, 1992, approved closure of crosswalk on Pacific Highway East at SE Jefferson Street (M.P. 5.88) in the City of Milwaukie.

8) On May 21, 1992, signed an agreement with City of Portland and Multnomah County covering construction of 138th Avenue-181st Avenue Section of N.E. Airport Way and reconstruction of N.E. 181st Avenue and N.E. Sandy Boulevard, including traffic signal improvements. (Transportation Commission approved project on January 18, 1984, and the continued work on July 17, 1990, as part of the Six-Year Highway Improvement Program.)

9) On May 28, 1992, approved a parking prohibition on Charbonneau Exit I-5, SW Quadrant, Butteville Road, in Clackamas County from M.P. 282.50 to M.P. 282.-52.

10) On May 28, 1992, approved a parking prohibition on Frontage Road East Side of I-5 Northbound, (Enchanted Forest, RV and Amusement Center) in Marion County from M.P. 247.52 to M.P. 247.96.

11) On May 28, 1992, established a 45 MPH speed zone at city limits of Junction City on the Pacific Highway West in Lane County at the following location: (See Speed Zone Order No. 1019)

    0.12 mile south of Toftdahl Lane (M.P. 108.49) to 370 feet north of Highway 58 (M.P. 108.68)

12) On June 2, 1992, established a 55 MPH speed zone at the South Baker Interchange to Encina on Old Oregon Trail in Baker County at the following locations: (See Speed Zone Order No. 1020)

    Eastbound M.P. 305.83 to M.P. 309.13
    Westbound M.P. 305.83 to M.P. 314.40

    This is a temporary speed zone which remains in effect until construction is complete and temporary signs removed.

EXHIBIT G

MINUTES OF 7/21/92

13) On June 12, 1992, approved a parking prohibition on Mt. Hood Highway (north and south sides) in the vicinity of City of Hood River in Hood River County from M.P. 103.96 to M.P. 104.19.

14) On June 19, 1992, approved an agreement with Clackamas County for maintenance, power costs, and signal timing for the interconnected traffic signals located on several intersections on S.E. Sunnyside Road.

15) On June 19, 1992, approved an agreement with Clackamas County to upgrade the traffic control signal equipment and add a right-turn lane on S.E. Sunnyside Road at the I-205 Interchange.

16) On June 25, 1992, approved an agreement with City of Oregon City covering construction of intersection improvements and modify/relocate the existing traffic control signal equipment at the intersection of Pacific Highway East and S.E. Dunes Drive.

Dated this 2 day of July, 1992

Dwayne Hofstetter, Traffic Engineer

June 30, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

DEPARTMENT OF MOTOR VEHICLES SITE ON LANA AVE. NE, SALEM, OREGON

6152001	Raymond N Gotchall, et al	Offer:	$ 68,500.00
6152002	Robert E. Gallagher, et al		$ 51,500.00
6152003	Patrick M. Fogarty, et al		$ 105,500.00
6152005	Bob B. & Pamela K. Bowers		$ 44,100.00

SILVERTON ROAD - STATE STREET SECTION OF THE PACIFIC HIGHWAY

6027082	Kalberer Hotel Supply	Offer:	$213,912.00

Dated this 29th day of June, 1992.

Steve Green, Manager
Right of Way Section

H

MINUTES OF 7/21/92

DATE: JULY, 1992

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLACKAMAS COUNTY**: **WILSONVILLE INTERCHANGE - PACIFIC HIGHWAY**:
File 22382 - Containing 3.45 Acres; $107,000; Approved 6/10/92.

2) **CURRY COUNTY**: **ROGUE RIVER BRIDGE-GOLD BEACH - OREGON COAST HIGHWAY**:
File 58550 - Containing 7,920 Sq. Ft.; $4,356; Approved 6/25/92.

3) **DOUGLAS COUNTY**: **DEADY-WINCHESTER SECTION - PACIFIC HIGHWAY:**
File 19413-A - Containing 1.84 Acres; $1,525; Approved 6/5/92.

4) **MARION COUNTY**: **SILVERTON RD.-STATE ST. - PACIFIC HIGHWAY**:
File 6027 097 - Containing 6,300 Sq. Ft.; $7,400; Approved 6/30/92.

5) **MULTNOMAH COUNTY**: **S.E. YUKON-S.E. WOODSTOCK - EAST PORTLAND FREEWAY**:
File 44871 - Containing 9,339 Sq. Ft.; $37,500; Approved 6/08/92.

PERSONAL SERVICE CONTRACTS: (35-46)

6) Personal Service Contract with Kiewit Pacific Co. for loading, hauling, dumping and placing approximately 3,000 cubic yards of material from McCloud Quarry and Fat Elk to **COQUILLE REROUTE SECTION - COOS BAY-ROSEBURG HIGHWAY**; **COOS COUNTY**; Files 6028 006 and 6028 013; Start Date 6/08/92; End Date: 6/15/92; $6.50 per cubic yard; Approved 6/08/92.

7) Demolition (Underground Storage Tank Removal) Contract with LZN Excavating, Inc. excavation, removal, and disposal of 1 - 1,000 gallon underground storage tank on State property at 1001 S.E. Water Ave., Portland OR; filling and compacting excavated hole; and the surface asphalted to match surrounding parking area; File 52846; Start Date: 6/15/92; End Date: 6/26/92; Cost $4,960.00; Approved 6/15/92.

INDENTURES AND GRANTS OF ACCESS: (35-54)

8) File 17105 - Indenture of Access with James Woodward on the northerly side of the **HUDSPETH MILL-MITCHELL SECTION** of the **OCHOCO HIGHWAY**; Wheeler County; Approved 5/29/92.

9) File 17611 - Indenture of Access with James Woodward on the southerly side of the **HUDSPETH MILL-MITCHELL SECTION** of the **OCHOCO HIGHWAY**; Wheeler County; Approved 5/29/92.

10) File 21602 - Indenture of Access with Woodruff and Svejcar on the southerly side of **SAGE HEN HILL-HINES SECTION** of the relocated **CENTRAL OREGON HIGHWAY**; Deschutes County; Approved 5/08/92.

Report of Actions Taken Under Delegated Authority
July, 1992 – Page Two

INDENTURES AND GRANTS OF ACCESS: (Continued)

11) File 34346 – Indenture of Access with Hall on the southerly side of the **DESCHUTES RIVER–REDMOND SECTION** of the **MCKENZIE HIGHWAY**; Deschutes County; Approved 5/26/92.

12) File 6059 006 – Indenture of Access with Marizona Inc. on the southerly side of the **OLD OREGON TRAIL–ISLAND CITY SECTION** of the **WALLOWA LAKE HIGHWAY**; Union County; Approved 6/25/92.

R/W SERVICE AGREEMENTS: (35–50)

13) R/W Service Agreement #384; Contract #92–00287; with City of Eugene wherein Agency agrees to employ State, and State agrees to act for Agency in performing those services related to the acquisition of right–of–way (Appraisals/Review Appraisals) for the **EUGENE MUNICIPAL AIRPORT**; Lane County; Estimated costs not to exceed $3,000; Approved 6/17/92.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

CASCADE HWY. S. @ S. HENRICI DRIVE – CASCADE HIGHWAY SOUTH:

6102 001	Harold W. & Dorothy M. Becher	$ 4,000	App. 06/04/92
6102 003	Harold E. Warner and Marian A. Warner, Trustees	$ 2,400	App. 06/11/92
6102 005	Ernest B. Radford	$ 2,750	App. 06/04/92
6102 006	Ann N. Scott	$ 2,450	App. 06/20/92

SPANGLER HILL–MULINO – CASCADE HIGHWAY SOUTH:

57809	Walter Major	$ 300	App. 06/09/92

COLUMBIA COUNTY:

COLUMBIA CITY N.C.L.–WARREN – LOWER COLUMBIA RIVER:

58942	Estate of Ida V. Davis (Gerildyn Johnson, Pers.Rep.)	$ 85,500	App. 05/29/92

COOS COUNTY:

CATCHING SLOUGH BRIDGE – COOS RIVER HIGHWAY:

6083 007	Willamette Leasing Co.	$ 960	App. 06/19/92
6083 010	Crescent City Marineways & Drydock Co., Inc.	$ 6,200	App. 06/20/92

SHINGLE HOUSE SLOUGH BRIDGES – OREGON COAST HIGHWAY:

59154	Division of State Lands	$ 1,778	App. 06/23/92

CURRY COUNTY:

SO. BANK CHETCO RIVER ROAD SECTION – SO. BANK CHETCO RIVER RD. HWY:

6093 005	Francis & Ann Leonard	$ 3,000	App. 05/05/92
6093 007	Frederick & Helen Reiling; Marguerite Reiling	$ 840	App. 05/08/92
6093 008	Frederick & Helen Reiling	$ 9,600	App. 05/08/92

Report of Actions Taken Under Delegated Authority
July, 1992 – Page Three

OPTIONS: (Continued)

DESCHUTES COUNTY:

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 071	Louis and Rosanne Dennison (Supplemental for increased cost of canal crossing)	$ 952.60	App. 06/10/92
6032 024	Fred G. and Faye E. Hall (Consideration is being deducted from $31,000 owed by Grantor for additional construction costs)	$ 13,500	App. 04/03/92

SISTERS–TUMALO – MCKENZIE–BEND HIGHWAY:

6098 002	Kay Ellen Patterson	$ 4,800	App. 06/20/92
6098 005	Joseph A. & Dixie L. Stambaugh	$ 100	App. 06/01/92
6098 006	Raymond L. Curry	$ 2,750	App. 06/02/92
6098 009	Richard R. & Patricia A. Cook	$ 3,025	App. 06/01/92
6098 025	Guido Fred Caramella; Christopher M. Caramella	$ 900	App. 06/07/92
6098 030	Pete Herting	$ 5,000	App. 05/22/92
6098 031	Robert W. Goddard	$ 3,450	App. 06/04/92
6098 034	Bob G. McCoy	$ 3,450	App. 05/29/92
6098 037	Bruce E. Leonhardy	$ 1,000	App. 06/11/92
6098 043	Dale E. & Mary H. Eyer	$ 7,500	App. 06/11/92
6098 047	Loyd D. Charlton	$ 8,375	App. 06/11/92
6098 052	Edwin D. & Donna B. Coe	$ 8,530	App. 06/18/92

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

6112 015	Ronald W. & Linda R. Covey	$ 65,800	App. 06/18/92
6112 039	Lyle V. Baker	$ 73,994	App. 06/11/92

N.W. HOOKER RD.–N.E. ALAMEDA AVE. – OAKLAND–SHADY HIGHWAY:

58806	U.S. Trust Co. of CA, N.A., Trustee of The Southland Employees' Trust	$ 16,575	App. 06/11/92

GILLIAM COUNTY:

ARLINGTON–CEDAR SPRINGS RD. (NORTH UNIT) – JOHN DAY HIGHWAY:

6099 005	Arthur H. & Fern M. Burton	$ 6,400	App. 06/18/92

HARNEY COUNTY:

NEW PRINCETON SECTION – STEENS HIGHWAY:

6140 003	Thompson Ranch (Supplemental Agreement & Understanding re–establishment of livestock water)	$ 325	App. 06/23/92

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE ROAD – MT. HOOD HIGHWAY:

57100	Frank E. & Peggy L. Fauver	$ 100	App. 06/11/92
57121	Robert B. Beck; Daniel B. Beck (Ramm)	$ 800	App. 06/11/92

EXHIBIT H
MINUTES OF 7/21/92

OPTIONS: (Continued)

JACKSON COUNTY:

TRAIL–CASEY STATE PARK – CRATER LAKE HIGHWAY:			
56540	John E. & Greta Givler, Trustees; (Bliss; Bunn)	$ 3,400	App. 06/04/92
56590	Ronald G. & Dorothy J. Young	$ 2,000	App. 06/11/92

KLAMATH COUNTY:

LOST RIVER (OLENE) BRIDGE – KLAMATH FALLS–MALIN HIGHWAY:			
6158 001	Division of State Lands	$ 695	App. 06/23/92

LANE COUNTY:

NOTI–VENETA – FLORENCE–EUGENE HIGHWAY:			
6074 022	Thomas Michael Sweeney; Joyce Sweeney	$ 150	App. 06/08/92
6074 023	Dick G. & Myrna A. Zitek	$ 650	App. 06/04/92
W. 11TH–GARFIELD – FLORENCE–EUGENE HIGHWAY:			
6116 002	James A. Richards	$ 36,000	App. 06/18/92

MARION COUNTY:

DMV HEADQUARTERS – LANA AVENUE (CITY STREET):			
6152 006	George A. Matter (Martindale)	$ 65,000	App. 06/23/92
6152 007	Edith Rodriguez	$ 68,500	App. 06/23/92
MARKET ST. INTERCHANGE – PACIFIC HIGHWAY (PHASE 1):			
6027 061	Clifton L. Eldred; Idora L. Eldred	$ 59,500	App. 06/04/92
6027 062	Clifton L. Eldred; Idora L. Eldred (Eldred Realty)	$212,149.82	App. 06/02/92
6027 077	Mark S. Hemstreet	$ 2,500	App. 06/25/92
6027 081	August & Edith Kalberer	$325,000	App. 06/26/92
SANTIAM RIVER (SOUTHBOUND) BRIDGE – PACIFIC HIGHWAY:			
58835	Steven & Denise Iverson; Kenneth M. & Victoria Iverson; Paul Iverson; Nels R. & Patti Jo Iverson	$ 35,000	App. 05/28/92
SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY (PHASE 2):			
6027 022	Warren/Howard Partnership No. 5	$269,182.10	App. 06/25/92
WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:			
57958	William and Gwyla Whistler	$ 10,650	App. 06/11/92
57975	Century Properties Fund XIII	$ 11,270	App. 05/20/92
57982	Roger Wayne & Barbara Elaine VanLieu	$ 18,500	App. 05/29/92

Report of Actions Taken Under Delegated Authority
July, 1992 – Page Five

OPTIONS: (Continued)

MULTNOMAH COUNTY:

242ND DRIVE – 242ND DRIVE (COUNTY ROAD):

6151 002	James S. Ryan; Devere E. Ryan	$ 4,850	App. 05/15/92
6151 005	Richard G. Peters; Darlene M. Peters	$ 2,400	App. 05/15/92

NE/SE 47TH AVE. & 60TH AVE. – E. BURNSIDE (PORTLAND):

6117 008	Texland Properties Corp.	$ 2,300	App. 05/05/92
6117 009	The Southland Corporation	$ 19,976	App. 05/05/92

N.E. 181ST–N.E. 223RD – COLUMBIA RIVER HIGHWAY:

6092 021	Winifred Harlow	$ 55,700	App. 06/24/92

S.E. 128TH AVE.–S.E. 136TH AVE. – S.E. FOSTER ROAD (COUNTY RD.):

6114 007	Robert E. Roy	$ 2,000	App. 05/19/92
6114 009	Edward F. and Lois Trachsel	$ 4,100	App. 02/12/92
6114 021	Robert T. Roe; Julie A. Roe (Spicer)	$ 5,850	App. 05/29/92

S.E. BULL RUN ROAD SECTION– S.E. BULL RUN ROAD HIGHWAY:

6123 006	PMA Homes, Inc. dba Holland Homes (Steffanson/Anderson)	$ 2,000	App. 06/18/92
6123 007	Chester L. Harrington; LaVerna M. Harrington; Gloria J. Seners	$ 200	App. 04/25/92

SWIFT INTERCHANGE–DELTA PARK INTERCHANGE – PACIFIC HIGHWAY EAST:

58906	Multnomah County (% Robert Oberst)	$ 1,000	App. 06/11/92

TERWILLIGER BLVD. INTERCHANGE – PACIFIC HIGHWAY:

6026 010	Merrill O. Clisby, et al	$ 13,970	App. 05/24/91
6026 010	Lee G. Powell dba Powell Dist. Co. (lessee improvements)	$ 22,080	App. 05/24/91

UMATILLA COUNTY:

DRY GULCH BRIDGE #4778 – ATHENA–HOLDMAN HIGHWAY:

59139	Myron E. & Kathryn F. Ramey	$ 100	App. 06/18/92

UPRR O'XING–PENDLETON (MIDDLE UNIT):

6052 010	Orville Robert Sorey	$ 100	App. 06/23/92

WASHINGTON COUNTY:

BEAVERTON/TUALATIN HWY. @ S.W. WASHINGTON DRIVE – BEAVERTON/TUALATIN HWY.:

6126 004	Kristen Ann Olson	$ 650	App. 06/02/92
6126 007	C–S Investments (Remont)	$ 2,225	App. 06/11/92

Report of Options Taken Under Delegated Authority
July, 1992 – Page Six

OPTIONS: **WASHINGTON COUNTY**: (Continued)

S.E. BULL RUN ROAD SECTION – S.E. BULL RUN ROAD:

6123 007	Chester L. Harrington, Jr.; La Verna M. Harrington; Gloria J. Senders	$	200	App. 04/25/92

S.W. 76TH AVE.–ZOO (HIGHLAND) INTERCHANGE – SUNSET HIGHWAY:

6125 008	Wayne C. and Dellan Redjou	$102,700	App. 06/18/92

YAMHILL COUNTY:

DAYTON–UNIONVALE SECTION – SALEM–DAYTON HIGHWAY:

6011 003	Yamhill County	Donation	App. 06/29/92

Note: Reported in June as 6011 002; file # has since been changed to 003.

Dated this 6th day of July, 1992

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On March 26, 1992, approved an intergovernmental agreement with Benton County for maintenance and repair on Highway Division equipment and vehicles. This agreement covers the period January 7, 1992, through June 30, 1993.

2) On April 21, 1992, approved an intergovernmental agreement with Jefferson County to provide fuel services to Highway Division vehicles.

3) On May 1, 1992, approved a personal service contract with Allan C. Harwood to develop a Structural Inspectors Training Program. This contract is effective May 19 through December 31, 1992, at a cost not to exceed $5,000.

4) On June 15, 1992, approved an agreement with Northwest Sand Deuces for trail maintenance in the Oregon Dunes Recreation Area. This agreement covers the period of April 17, 1992, through July 1, 1993, at a cost not to exceed $10,000.

Dated this 2 day of July, 1992

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

June 29, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On March 26, 1992, approved an intergovernmental agreement with Benton County for maintenance and repair on Highway Division equipment and vehicles. This agreement covers the period January 7, 1992, through June 30, 1993.

2) On April 21, 1992, approved an intergovernmental agreement with Jefferson County to provide fuel services to Highway Division vehicles.

3) On May 1, 1992, approved a personal service contract with Allan C. Harwood to develop a Structural Inspectors Training Program. This contract is effective May 19 through December 31, 1992, at a cost not to exceed $5,000.

4) On June 15, 1992, approved an agreement with Northwest Sand Deuces for trail maintenance in the Oregon Dunes Recreation Area. This agreement covers the period of April 17, 1992, through July 1, 1993, at a cost not to exceed $10,000.

Dated this 2 day of July, 1992

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

June 29, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following actions were taken:

1) On April 15, 1992, approved Supplement No. 2 to a personal service contract with Earth Mechanics, Inc., for the documentation of computer programs "Pass" and "Star." This supplement extends the contract completion date to June 30, 1992.

2) On May 7, 1992, approved Work Order No. DTFH71-92-DP71-OR-16* for the installation of the Bridge Management System Software, PONTIS. This work order is effective April 17, 1992, through December 31, 1993, at a cost not to exceed $30,000. (with FHA)

3) On May 15, 1992, approved a personal service contract with John S. Tinnea and Associates covering inspector's training for cathodic testing equipment on Yaquina Bay Bridge. This contract is effective June 3 through September 30, 1992, at a cost not to exceed $4,090. (Terry J. Shike signed as Acting Bridge Engineer.)

4) On May 19, 1992, approved an interagency agreement with Department of Forestry to perform preliminary engineering and bridge design for Devil's Creek Bridge in Tillamook County. (Terry J. Shike signed as Acting Bridge Engineer.)

Dated this 1 day of July, 1992

Thomas D. Lulay

Thomas D. Lulay, Bridge Engineer

June 30, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following action was taken:

1) On March 30, 1992, approved a personal service contract with Illahe Tileworks for the installation of public artwork at Alsea Bay Bridge Historic Interpretive Center. This contract is effective April 30, 1992, through April 1, 1993, at a cost not to exceed $4,000. (Approved by Ken Stoneman for Ken Husby.)

Dated this 6th day of July, 1992

Kenneth L Stoneman

Ken Husby
Region 2 Engineer

June 30, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following actions were taken:

1) On April 3, 1992, approved abandonments of damage claims under $5,000 as follows:

CAO#-LOCATION:	DAMAGE:	AMT.	REASON
81-300/C.Bay-Rsbg. Hwy./Coos Co.	Tr. Cntrl. Clean-up	$ 437.00	Claim uncollectible
88-382/Pac. Hwy. Lane County	Guardrail	$ 415.56	Cannot locate driver
89-728/Will. Hwy. Lane County	Vehicle abandoned blocking hwy.	$1,113.59	Unable to locate
90-106/Will. Hwy. Lane County	Guardrail	$ 436.16	Cash settlement
90-225/Pac. Hwy. Lane County	Sign	$ 447.69	Unable to locate
89-087/Umpqua Hwy. Douglas County	Guardrail	$1,809.27	Cannot prove negligence
89-479/Pac. Hwy. Douglas County	Light pole	$1,975.52	Bankruptcy Unable to locate
89-622/Coos Bay/ Rosebg. Hwy. Douglas Co.	Traffic control	$ 338.46	Death of passenger/insurer denied claim
90-088/Pac. Hwy. Douglas Co.	Traffic control	$ 371.11	Uninsured - driver died

90-299/Umpqua Rvr. Hwy.-Doug. Co.	Guardrail	$ 669.16	Cannot prove negligence
89-142/Coast Hwy. Curry County	Guardrail	$ 544.03	Unable to locate driver
90-053/Redwood Hwy. Josephine Co.	Cleanup	$ 101.88	Unable to locate driver
90-202/Crater Lk. Hwy/Jackson Co.	Guardrail	$ 895.14	Transient driver/unable to locate
90-239/Pac. Hwy. Josephine Co.	Guardrail	$ 372.17	Driver deceased. Cannot locate insurance policy
90-549/Pac. Hwy. Josephine Co.	Guardrail	$ 374.79	Offered settlement

Below is a list of old files in which the judgments have expired; which means that all are over 10 years old. Obviously uncollectible at this point, I abandoned: CAO-80-162, 80-167, 80-331, 80-403, 81-61, 81-252, 81-313, and 81-346.

2) On April 24, 1992, approved an agreement with Douglas County to jointly utilize State and County highway maintenance resources.

Dated this 2 day of July, 1992

Donald R Wagner for Jim Gix
James Gix
Region 3 Engineer

July 1, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

1) On April 16, 1992, approved an agreement with Curry County to obtain fuel for the State's vehicles through the County's system at the Hunter Creek Maintenance Station in Gold Beach.

Dated this 18TH day of May, 1992

James Gix
Region 3 Engineer

May 12, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following action was taken:

1) On April 6, 1992, approved a personal service contract with L.R. Squier Associates, Inc., for preliminary engineering services for Pelton Dam Slide on Oregon Highway Route 26 in Jefferson County. The contract is effective April 6 through June 30, 1992, at a cost not to exceed $10,000.

Dated this 8th day of July, 1992

Dale D. Allen
Region 4 Engineer

June 29, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

1) On May 19, 1992, approved a personal service contract with Coffey Laboratories, Inc., for chemical testing for underground storage tank removal. This contract is effective May 19 through December 31, 1992, at a cost not to exceed $10,000.

Dated this 30 day of June, 1992

W. J. Quinn
Engineer of Materials and Research

June 30, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
0	7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Permits and Weighmasters Section, the following action was taken:

1) On April 13, 1992, approved Supplement No. 1 to a personal service contract with Ivars, Lazdins Architects & Planners for the design of truck inspection bay extension at the Woodburn Port of Entry. Supplement extends contract to August 30, 1992.

Dated this 1st day of July, 1992

Stephen Johnston, Manager
Office of Permits and Weighmasters

June 30, 1992

731-0314 (10-90)

EXHIBIT P
MINUTES OF 7/21/92

Oregon

DEPARTMENT OF TRANSPORTATION

AERONAUTICS DIVISION

July 1, 1992

MEMO TO: Oregon Transportation Commission COM 5-1

FROM: Paul Meyerhoff II for
Aeronautics Administrator

SUBJECT: Agenda Item for July 21, 1992 Commission Meeting
(Actions by Aeronautics Administrator under delegated authority)

The following information report is submitted regarding contractual and real property actions taken by me or my designee under the authority delegated by the Transportation Commission.

It will appear on the agenda as an information only item.

Contractual Action

1. 10/9/91 Contract for fire protection, Joseph State Airport, City of Joseph, $106 annually, perpetual.

2. 10/16/91 Personal Service Contract P-4-91, OCASP 9, S-8. Air Tech, $179,875.

3. 11/5/91 Amendment No. 2 to Personal Service Contract dated 12/19/91, Aurora State Airport, Devco Engineering, extend end date to 12/1/92.

4. 12/9/91 Personal Service Contract, OCASP 9, S-8, Air Tech, amend retainage language, $179,875, end date 3/31/93.

5. 1/7/92 Grant Agreement, FAA Project No. 3-41-0006-02, Bandon State Airport, Environmental Assessment, $33,069 federal share.

6. 1/22/92 Personal Service Contract, W & H Pacific, Inc., Bandon State Airport, Environmental Assessment, $22,743, end date 8/1/92.

7. 1/30/92 Personal Service Contract A-1-92, Joe Holden, 5010 inspections, $22,248, expires 9/30/92.

8. 3/17/92 Grant Agreement, FAA Project No. 3-41-0000-S9, OCASP, $135,000 federal share.

3040 25th Street SE
Salem, OR 97310-0100
(503) 378-4880
FAX (503) 373-1688
Toll-free 1-800-874-0102

P

MINUTES OF 7/21/92

4	12/31/91	Noncommercial Hangar Site Lease, Toledo State Airport, Site 2, Ivan Sundstrom, $52.50 annually, expires 10/10/96.
5	1/2/92	Amendment No. 1 to Option to Lease Property, Aurora State Airport, Columbia Aviation, revises acreage in option.
6	1/8/92	Termination of Noncommercial Hangar Site Lease, Independence State Airport, Site 8, Brown and Honse, effective 11/30/91.
7	1/8/92	Amendment No. 1 to Commercial Hangar Site Lease, Joseph State Airport, Kessler Family Trust, adds fire fighting contract conditions.
8	1/8/92	Noncommercial Hangar Site Lease, Independence State Airport, Site 10, Jerry Stevens, $307.40 annually, expires 11/30/96.
9	1/15/92	Ingress/Egress Agreement, Condon State Airport, M Smith Ranch, Inc. & J. Smith Ranch, Inc., $120 annually, expires 5/31/96.
10	1/15/92	Special Use Agreement, Application of liquid sludge, Siletz Bay State Airport, City of Depoe Bay, no monetary consideration, expires 7/31/94.
11	1/24/92	Flying Service Lease, Lebanon State Airport, Leban/Air Aviation, Inc., $680.00 annually, expires 6/2/96.
12	2/19/92	Commercial Operations Lease, Cape Blanco State Airport, Lyons R & D, 2550 sq. ft., $172.70 annually, expires 12/31/92.
13	2/19/92	Noncommercial Hangar Site Lease, John Day State Airport, Site 9, John Nydam & Grant County, 1400 sq. ft., $98.00 annually, expires 11/30/96.
14	3/4/92	Noncommercial Hangar Site Lease, John Day State Airport, Site 8, Denis Reynolds and Grant County, 1,344 sq. ft, $94.08 annually, expires 7/31/96.
15	3/16/92	Noncommercial Hangar Site Lease, Condon State Airport, Site F, William & Annabelle Jaeger, 1750 sq ft., $140 annually, expires 11/30/96.

P

MINUTES OF 7/21/92

28	5/26/92	Noncommercial Hangar Site Lease, Cottage Grove State Airport, James and Pauline Loerke, Site N10B, $195 annually, expires 4/4/97.

lz

cc: Fran Neavoll
Donald E. Forbes
Lynn Rosik
Judy Gregory
John Rist
Andy Booz
Ed Schoaps
Carol Mitchell

EXHIBIT Q

MINUTES OF 7/21/92

REPORT OF CONDEMNATION CASES SETTLED

State v . Anderson, Nels O.

L - 9735
R - 6060018

Section:	Pacific Highway at Edy/Schools Rd.
Highway:	Pacific West
County:	Washington
State's Deposit:	$39,100
Settlement:	$55,100.00
Justification:	State pled $35,600 and defendant answered $700,000. State obtained second appraisal at $46,000 and made a 30-day offer of $51,000 based on special benefit considerations. At the pre-trial conference, the State offered $55,000 and defendant accepted.
State's Attorney:	Cynthia Fraser

State v. Bennett, Marie

L-9776
R-6066003

Section:	UPRR Gresham Road
Highway:	Columbia River
County:	Multnomah
State's Deposit:	$250
Settlement:	$400
Justification:	State filed a complaint and pled $250. Defendants did not answer or provide settlement figure. Defendant accepted State's offer of $400.
State's Attorney:	Cynthia Fraser

State v. Ekerson

L-9734
R-6041012

Section:	Tacoma St. Interchange-17th Avenue
Highway:	Pacific Hwy East
County:	Clackamas
State's Deposit:	$19,200
Settlement:	$42,000
Justification:	The State pled $19,200 in its complaint and offered $36,001 in its 30 day letter of offer. the defendant asked for $400,000. The State settled the cases for $42,000 without interest. This is a good settlement because the State's appraiser Pietka's Letter

of value was in the range of $40,000 to $60,000.

State's Attorney: Roger R. Warren

State v. Halter

L-9766
R-57961
Section: Woodburn NCL-Lincoln Street
Highway: Pacific East
County: Marion
State's Deposit: $1,500
Settlement: $400
Justification: The defendants did not want the state to take the permanent easement and leave an open drainage ditch on their property. The state agreed to tile the permanent easement drainage area and in turn only pay the defendant's a $400 fencing allowance.

State's Attorney: Roger R. Warren

State v. Mission Properties

L- 9749
R-6082008
Section: 25th St. - Airport Road
Highway: Salem Highway
County: Marion
State's Deposit: $161,500
Settlement: $205,000
Justification: The State pled $161,500 in its Complaint and defendants answered in the amount of $265,000. Defendants settled for $205,000. This is a good settlement as there were a number of comparable sales to be considered as is evidenced by plaintiff's appraisals, some of which were for an amount which was more than defendant's answer. The review appraiser may not have considered all the comparable sales in coming to the value of $161,500. $205,000 is a fair and just settlement.

State's Attorney: Roger R. Warren

State v. Northwood Investments Corp.

L-9760
R-6059012
Section: Old Oregon Trail
Highway: Wallowa Lake
County: Union

State's Deposit:	$5,600
Settlement:	$8,000
Justification:	State pled $5,600 and Defendant answered $25,000. State offered $8,000 in its 30-day letter and defendant accepted.
State's Attorney:	Robert W. Petersen

State v. Oyler

L-9736	
R-6060003	
Section:	Pacific West-Edy Scholls
Highway:	Pacific West
County:	Washington
State's Deposit:	$99,600
Settlement:	$140,000
Justification:	Plaintiff pled $99,600 in its complaint and offered $135,001 in its 30 day letter. Defendants answered in the amount of $410.000. Defendant's property consisted of 4.53 acres. The plaintiff's take included 1 1/2 acres taking in fee simple and 2,849 sq.ft. in permanent easement. Defendant's property is currently zoned commercial but is being used as a residence. The State's settlement of $140,00 with no interest is a good settlement as it totals approximately $2,500 more than the 30 day offer with interest. If this case had gone to a jury, it is quite feasible a verdict in excess of $140,000 could have been returned as Sherwood is experiencing growth in its residential and commercial markets.
State's Attorney:	Roger R. Warren

State v. Pendleton Woolen Mills

L-9635	
R-58573	
Section:	Union/Grand Viaduct-SE River Road
Highway:	Pacific East
County:	Clackamas
State's Deposit:	$2,900
Settlement:	$5,000
Justification:	The State pled $2,900 in its complaint and offered $5,000 in its 30 day letter of offer. The defendants settled for the 30 day offer of $5,000.
State's Attorney:	Roger R. Warren

REPORT OF CONDEMNATION CASES DISMISSED

State v. Oregon Worsted

L-9750	
R-6041005	
Section:	Tacoma Street Interchange-17th Street
Highway:	Pacific Hwy East
County:	Clackamas
Amt. of Complaint:	$7,070
Option Amount:	-0-
Remarks:	The property was not needed so the case was dismissed.

REPORT OF CONDEMNATION CASES TRIED

State v. Hrabik/Cunningham

L-9640	
R-6047031	
Section:	Murray Blvd/Fanno Creek
Highway:	Scholls
County:	Washington
State's Deposit:	$16,900
Defendant's Ans.:	$97,130
State's 30-Day Letter of Offer:	$28,601
Trial Report:	The State pled $18,475 in its Complaint and offered $28,601 in its 30 day letter of offer. Defendants answered in the amount of $97,130. Defendants contended that the State's take and access control damaged them as they had a deal worked out with BP Gas and Oil Co., to locate a service station on this corner. Without the access to the main street the service station would not be able to locate there. Additionally, the businesses already located on the property were losing convenient access and parking, severely limiting the rents he could charge the existing businesses. It appears the jury agreed with the State's valuation of the land but added some of defendants' damages in ins verdict of $50,006.
State's Attorney:	Roger R. Warren

State v. Oregon Worsted

L-9697
R-58878
Section: Union/Grand Ave Viaduct-SE River Highway
Highway: Pacific East
County: Multnomah
State's Deposit: $17,500
Def's Answer: $268,000
30-Day Letter of Offer: $60,000
Trial Report: The State pled $57,000 in its Amended Complaint and offered $60,000 in its 30-day letter of offer. Defendants answered in the amount of $268,000. the defendants raised the issue of lost parking and the inability to continue business at this location during the State's three year construction easement. Plaintiff successfully argued that during the three year easement, defendants' parking lot could be re-striped to include as many or more parking spaces as they had before. The jury also agreed with plaintiff's appraisers and engineers regarding cost to cure of re-striping the parking lot. The jury's verdict was $59,500.
State's Attorney: Roger R. Warren

State v. Young, Donald and Fern

L-9717
R-6054010
Section: Terrebonne-O'Neil Jct.
Highway: The Dalles-California
County: Deschutes
State's Deposit: $1,750
Def's Answer: $100,000
State's 30-Day Letter of Offer: $3,800
Trial Report: The State's high testimony was $2,300. This was based upon the value of the land for just under $2,000 and improvements at $300. The defendants testified that their damages were between $100,000 $125,000. The jury returned a verdict of $6,000. There is no real explanation for how the jury arrived at $6,000. Even the defendant valued the land, which was actually taken at $4,000. The remaining damages were alleged to have occurred from their inability to operate their home as a foster care facility as they had in the past. The jury obviously did not believe that they had been damaged

sufficiently to be unable to operate their home as a foster care facility. the additional $2,000 may have been for the inconvenience of the Youngs now having to travel on a frontage road and not having direct access to the highway as they had in the before.

State's Attorney: Cynthia Fraser

* * * * * * *

JTT003A2/cr

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT R	MINUTES OF 7/21/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

June 15,1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On June15, 1992 $9,908,179.69 was distributed to the counties as their share of motor vehicle revenues for the month of May, 1992.

On June 15, 1992 $6,286,075.66 was distributed to the cities for the month of May, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of June, 1992.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

Safe Copy

MINUTES

PUBLIC HEARING ON OREGON TRANSPORTATION PLAN
AUGUST 25, 1992

OREGON TRANSPORTATION COMMISSION MEETING
AUGUST 26, 1992

On August 25, 1992, at 1:30 p.m., a public hearing was held in the City of Bend, Department of Public Works facility, 1375 N.E. Forbes, on the Oregon Transportation Plan. (Notice of the hearing had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Don Forbes, Director of Transportation
John Rist, Interim Manager, Community and Governmental Relations
Judy Gregory, Manager, Human Resource and Organizational Development
Paul Meyerhoff, Manager, Transportation Development
William Anhorn, Deputy Director and State Highway Engineer
Don Wagner, Region 3 Engineer
Dale Allen, Region 4 Engineer
Fran Neavoll, Commission Services

There were other staff persons present, including members of the press. State Representative Ray Baum and Tom Walsh, members of the Transportation Plan Steering Committee, were also present.

Chairman Hollern called the hearing to order and welcomed Susan Brody as a Transportation Commissioner-nominee replacing Dave Bolender, whose term expired on June 30, 1992.

Dave Bishop gave an overview of the Plan. He said 48 public meetings have been held over the last year and a half on this Plan. He mentioned the Plan is in response to recognition that the State is growing. He stated the Legislature had also required the Commission to develop and maintain a State Transportation Plan that addresses all modes of transportation. He noted this document fulfills the requirement of the Land Conservation and Development Commission's transportation rule that there be a State Transportation Plan to guide regional and local transportation plans. He said it also represents an effort toward meeting the Oregon Progress Boards' Benchmarks for livability in Oregon. The Plan emphasizes better management of the existing system, better connections between transportation planning and development with local land use planning, minimum levels of transportation services, better intergovernmental cooperation, and flexible funding.

Mr. Bishop said the Plan has two parts: A Policy Element that provides general goals and policy direction and a System Element that describes major transportation improvements based upon those minimum service levels. A third part of the Plan is the development of a financial package by November. He mentioned the Plan will be updated every six years by the Commission or changes can be made as policy needs arise.

Mr. Bishop handed the Commission a list of technical changes that should be made to the Plan. (List in Commission's files, Salem.) He requested the Commission's permission to make other changes prior to the September 15 meeting that are of a technical nature. The Commission granted him the authority to make any technical changes.

Mark Ford handed the Commission a revised Page 99 of the Plan, which is Table 5, Comparison of Costs of implementing alternative strategies in the Plan. (Copy in Commission's files, Salem.) He indicated these changes are to bring the Plan into consistency with the Roads Finance Study and estimates of the Portland light rail system completion. He said these changes would also affect Table 4 on Page 63 and certain items in the text would have to be modified to explain the new figures.

Dave Bishop entered into the record the public hearing draft of the Oregon Transportation Plan, Findings of Compliance with the Land Conservation and Development Commission's goals, and the following letters:

1) Letter dated August 19, 1992, from the Oregon Economic Development Department, Oregon Tourism Division.

2) Letter dated August 13, 1992, from METRO, Richard Devlin, Chair, Joint Policy Advisory Committee on Transportation.

3) Letter dated August 18, 1992, from Joe Garlitz, Recorder/Administrator, City of Elgin.

4) Letter dated August 14, 1992, from Richard W. Culbertson, Mayor of City of Oakridge.

5) Letter dated August 17, 1992, from John Dunn, Transportation Manager, Timber Products Co.

6) Letter dated August 20, 1992, from Gregory S. Oldham, Attorney at Law.

(Continued on next page)

7) Letter dated August 14, 1992, from Washington County, Roy Rogers, Chair, Policy Group, Washington County Transportation Coordinating Committee.

8) Letter from City of Ashland, John Fregonese, Director, Department of Community Development, addressed to Ric Holt.

(Above documents in Commission's files, Salem.)

The hearing was then open to testimony from the public. Chairman Hollern called on the individuals to testify. The following is their testimony summarized.

Edward J. Whelan, Port of Newport Commissioner, stated that the Port Commission believes the Policy and Action Plan does set the vision of Oregon's future in the development of the transportation system. He requested the inclusion of a letter dated July 9, 1992, from the Port of Newport as part of the public testimony. (Letter in Commission's files, Salem.) He requested the following changes be included in the Final Policy.

1) Reinstatement of the Action Plan 2G.1 contained in the original draft for Policy 2G.

2) On page 42, the paragraph entitled Action 3.B.8 should include reference to the channel and harbor rehabilitation at the Port of Newport. The State's "Marine Navigation Improvement Fund" recognizes this project as one of statewide significance. See ORS 77.267.

3) On page 43, Policy 3.D - Intermodal Hubs, recognizes the role of ports. Yet, Map 1 does not recognize the Southern Pacific Line between the Port of Toledo and Corvallis, while recognizing the end of the Burlington Northern Line serving the Lower Columbia. It is missing from Map 2, also.

4) On page 68, Statewide Freight Service, the document states "Marine Ports by Nature as Intermodal Hubs". Yet, in the first bullet on page 69, Newport is not mentioned. Newport meets the definition requirements of rail access (Southern Pacific) and service by major trucking lines (Highway 20).

5) Again on page 69, in the fifth bullet there is no mention of Newport, which is the second closest port in distance from Interstate 5.

(Continued on next page)

6) Requested that the word "commercial" be inserted in the sixth bullet prior to the word "fishing" in the second line. As a major contributor to Oregon's economic diversity, we believe that this industry should be recognized with this policy statement.

7) "Newport" should also be included in the acknowledgement of "Freight System and Services" on page 81. In the second paragraph, the key phrase "International Freight" begs that Port of Newport be included in the identification of ports that are considered a statewide function.

8) The fourth paragraph on page 81, seeks the inclusion of the Southern Pacific Line running between Corvallis and Toledo as providing access to statewide function marine facilities. Specifically, the Port of Newport. This is in keeping with the declared legislative policy of ORS 777.065.

Mr. Whelan closed by asking that the role the Port of Newport plays in the diversity and continued growth be recognized and included in the Policy Document. (Mr. Whelan's written comments in Commission's files, Salem.)

State Representative Ray Baum from La Grande referred to a report entitled Better Air Services for Northeast Oregon (Umatilla, Union, Wallowa, and Baker Counties) - An Action Plan prepared by the Northeast Oregon Air Service Task Force dated July 1992. In order to have air service from Northeast Oregon to the Portland-Salem area, the report made the following recommendations:

1) Improve the location of the Pendleton Airport; increase public awareness and support.

2) Develop basic scheduled air service to connect either Baker City or La Grande to Portland.

3) Provide a Baker City, La Grande, Pendleton limousine service.

4) Establish a Pendleton to Boise service; improve connections between Pendleton flights and the Portland-Salem limousine.

Joseph L. Strahl, Jackson County Public Works Director, delivered recommendations from the Rogue Valley Council of Governments and made a statement on behalf of Jackson County Commissioner Sue Kupillas.

(Continued on next page)

Mr. Strahl stated that the Rogue Valley Council of Governments supports the Plan with modifications. The 27 modifications were handed to the Commission. (Copy in Commission's files, Salem.) It was the feeling of the RVCOG that the recommended changes strengthen the Plan and better serve local/regional interests. RVCOG felt that the Plan text and maps need to acknowledge the Medford/Rogue Valley region as a significant and rapidly growing metropolitan area of the State.

Mr. Strahl said on behalf of Jackson County Commissioner Kupillas, that they appreciate the work of the Commission in producing the Plan and the sense of partnership with ODOT.

Mr. Strahl told the Commission that in addition to the Rogue Valley Council of Governments, there is the Jackson-Josephine Transportation Committee and the Transportation Advocacy Committee, all working together as partners in meeting the transportation goals. (Written testimony in Commission's files, Salem.)

Ric Holt, Jackson County Commissioner, asked for the ability to reinstate to their community and region the passenger rail service. (Written testimony and background material in Commission's files, Salem.)

Dr. Ralph Wehinger of Eagle Point presented remarks from Mike Burrill, Chairman of the Jackson-Josephine Transportation Advocacy Committee, and authorized by the Medford MPO. The written document that was presented suggested several policy changes. Dave Bishop stated the staff concurs with their requests and suggested that rather than discussing each change with the Commission to only discuss the changes not supported by staff. (Written document from Mike Burrill in Commission's files, Salem.)

Dr. Wehinger concurred with Mr. Bishop's suggestion and asked that the following wording be changed to include Medford:

> Page 70, Statewide Freight Service, Rail Minimum Levels of Service, Bullet 5, modify to read as follows:
>
> > "In order to make alternative fuel widely available to the transportation user and to support regional economic development opportunities, adequate natural gas should be available every 100 to 150 miles on major interstate/statewide transportation corridors throughout the State (e.g. Tillamook, Coos Bay/North Bend, Medford)."

Dr. Wehinger requested that a new bullet be added under Rail Freight Minimum Levels of Service as follows:

> Ensure that a railroad freight connection with California through the Rogue Valley is maintained.

Dr. Wehinger asked the Commission's support of the recommendations on the commuter passenger rail service for Jackson County.

Harney County Commissioner Lee Wallace commented on page 8 of the Plan which refers to natural gas pipelines developed to Coos Bay and Tillamook. He felt it was important that pipelines be developed to Burns. He inquired why Burns was omitted from the list of cities. Mr. Bishop replied that the Plan recognizes the Burns area needs natural gas but it could be transported by a different mode more economically. He also inquired what the minimum levels of service would mean regarding bus service to Harney County or Burns. Chairman Hollern said this a 20-year Plan; however, the legislation for implementation and financing has not been established. Mr. Bishop commented the Plan says that service should be provided as a minimum level of service to his community.

Bob Brands, Oregon Tourism Council/Oregon Tourism Division, expanded on the statements contained in a letter from Joe D'Alessandro, Director of the Tourism Division. (Letter in Commission's files, Salem.) He requested that the Commission reinsert the actions under Aesthetic Values, Policy 2H in order for the tourism policies to be implemented. Mr. Bishop said he would consider including those actions with some rewording.

Ray Polani, Citizens for Better Transit, addressed Action 1E.4, page 27, which states: Complete the Access Oregon Highways Program. He said in Portland this means the completion of the Western Bypass, the Sunrise Corridor, and the Mt. Hood Parkway. On Page 80, it states that the ISTEA requires reevaluation of highway classifications. On Page 83, it states that the LCDC's Transportation Planning Rule Goal 12 requires a reexamination. He felt that the Plan calls for a new direction and he requested that Action 1E.4 on page 27 be changed to read Complete the Access Oregon Transportation Program.

Jim Howell, Oregon Association of Railway Passengers, Portland, stated that the minimum levels of services for buses should be revised. He was concerned about the rail plan's location in the Oregon Transportation Plan. He referred to Page 75 of the Plan which lists four improvements for consideration which are not in the Plan. He handed the Commission a written document entitled Important Revisions Required to the Oregon Rail Passenger Plan, an OreARP Review and Critique. He spoke concerning a graph entitled I-5 traffic growth in Portland-Salem segment. (Copy of written document and graph in Commission's files, Salem.) He asked that the high speed rail between Portland and Eugene be removed from the long-range transportation possibilities list and included in the Plan.

Dell Isham, Automobile Club of Oregon, asked that testimony he submitted to the staff in June be included in the record. His presentation is summarized as follows:

1) Supported the action item in the Plan to complete the Access Oregon Highways Program.

(Continued on next page)

2) Expressed concern for financing the plan. He felt motorists should not be asked to fund all forms of transportation. Users should fund the type of transportation they are using, regardless of the mode.

   He also felt that the general public would not favor toll roads or anything to raid the constitutionally dedicated highway fund. He said the Plan would add $1,250 in additional taxes to each vehicle.

3) Supported inclusion in the Plan of the needs of tourism in the standards for minimum service levels for highways.

Mr. Isham closed by urging the Commission to send the Plan back to staff to be written in a form that would be acceptable to Oregonians by removing flexible funding, demand management, and congestion pricing. He also mentioned that the Oregon Highway Users Conference would not support this Plan.

Chairman Hollern called for a recess at 3:10 p.m. The hearing reconvened at 3:20 p.m.

James H. Gibson, Chairman of the Lake County Board of Commissioners, introduced Jack Brazeal, who presented a petition signed by Lake County. The petition asked that Highway 140 be included in the Plan as an Access Oregon Freight Corridor. (Petition and map in Commission's files, Salem.)

John Charles, Executive Director, Oregon Environmental Council, presented written testimony. (Copy in Commission's files, Salem.) His speech focused on financing of the Plan by fuel taxes or user fees.

Tom Walsh, General Manager of Tri-Met, appeared representing the Joint Policy Advisory Committee on Transportation and presented a letter from Chair Richard Devlin. (Letter in Commission's files, Salem.) Mr. Walsh discussed several of the comments in the letter as follows:

1) JPACT will continue to work with ODOT to establish financing mechanisms to implement the Plan.

2) In the past, JPACT has questioned the highway level-of-service standards and continue to feel they are set too high for the metropolitan area.

(Continued on next page)

3) JPACT supports the partnership roles called for in the Plan for metropolitan planning organizations, local governments, and the Region ODOT office. JPACT feels that the word "guidelines" used in the Implementation Chapter of the Plan, rather than the word "requirements", needs further clarification for regional and local governments.

4) JPACT supports the inclusion in the Plan the section on "pricing" as an illustration.

The letter from JPACT also urged the Department to continue refinement of the Oregon Rail Passenger Policy and Plan and listed several items for consideration.

Bob Boynton, Sherman County Commissioner, expressed concern for safety on Highway 97 with the truck traffic. He encouraged the Commission to put more emphasis on that part of Highway 97.

Tom Bender representing the Oregon Natural Resources Council and Citizens Action Network from Nehalem spoke concerning the Preferred Plan. (Written documentation in Commission's files, Salem.) He asked the Commission to reconsider the Modal Shift and Livability Approach. He said a more accurate assessment of the costs and benefits of the Modal Shift vs. Livability Approach would show that the Modal Shift equals or exceeds the performance of the Livability Approach in virtually all categories, while saving $8 billion.

Mr. Bender requested that Policy 4N - Public Participation: Action 4N.1 not only define procedures for public involvement in ODOT planning, but also should require full, informed, and effective public involvement be ensured and that administrative avenues of redress be developed and implemented.

Mr. Bender also addressed the Rail Passenger Policy and Plan by saying a Valley Corridor Intercity Service through Third Stage (110 MPH) non-electric should be implemented at a maximum feasible rate. (Additional written comments in Commission's files, Salem.)

Duane Schiedler, Bend, was concerned about the local involvement at the hearing and asked why the hearing was held at 1:30 p.m. on a Tuesday, when most people are working. He supported the movement of freight by rail, thus eliminating the trucks from the highways. He inquired about the status of the Bend Bypass. Dale Allen replied that Deschutes County is in the early stages of agreeing on the arterial plans. Mr. Schiedler suggested that the State should restudy the parkway and proceed on the bypass project.

Ellen Vanderslice, Willamette Pedestrian Coalition, Portland, referred to the bicycle and pedestrian minimum levels of service on Page 71 in the Plan. She handed the Commission a written document that outlined their principles for pedestrian facilities. (Copy in Commission's files, Salem.) She outlined two steps that need to be taken in order to obtain pedestrian mobility:

1) Correct the urban places where the automobile system has become an impediment to pedestrians and bicyclists; and

2) Add more pedestrian facilities.

Ms. Vanderslice commented that intermodal and multimodal is not defined in the Plan and she asked for a broad definition of intermodal. She felt the definition of intermodal hub in the definition section of the Plan could be construed to mean every bus stop on the transit system.

There being no one else to testify, Chairman Hollern adjourned the hearing at 4:15 p.m. He said that written comments on the Plan will be accepted until 5 p.m., Friday, August 28, 1992. He mentioned that the staff will consider the comments received at the hearing and the Commission will give direction at their formal meeting in the morning. The Plan is scheduled for adoption by the Commission at the September meeting.

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On August 26, 1992, the Oregon Transportation Commission held its regular monthly meeting at the City of Bend, Department of Public Works facility, 1375 N. E. Forbes Road, at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Don Forbes, Director of Transportation
Judy Gregory, Manager, Human Resource and Organizational Development
John Rist, Interim Manager, Community and Governmental Relations
Paul Meyerhoff, Manager, Transportation Development
Tony Lewis, Manager, Financial Services
William Anhorn, Deputy Director and State Highway Engineer
Don Wagner, Region 3 Engineer
Fran Neavoll, Commission Services

There were other staff persons present.

Chairman Hollern called the meeting to order and introduced Susan Brody, Commissioner-nominee, replacing Dave Bolender, whose term expired June 30, 1992. (Susan Brody's confirmation before the Senate was scheduled for September 9, 1992.)

Commissioner Ford moved and the motion carried unanimously by the Commission for approval of the following items on the consent calendar:

1) Minutes of the July 21, 1992, Commission meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2850 in Commission's files, Salem.)

3) Added the following projects to the 1992-93 Special Transportation Grants Program:

   - Vehicle replacement for New Day Enterprises in Union County at $25,600.

   - Vehicle replacement for Josephine County Mental Health in Josephine County at $25,600.

   (These two projects increase the total amount approved at the April 23, 1992, Commission meeting from $1,900,000 to $1,951,200.)

(Continued on next page)

4) Designated Andies Prairie in Union County and Salt Creek Summit Expansion in Wallowa County as the following Winter Recreation Parking Locations (Sno-Parks):

Andies Prairie located on Tollgate Highway 204 at Mile Point 27 in Union County. Estimated capacity is 45 vehicles and the estimated annual plowing cost is $4,800. The snow removal will be accomplished by the Highway Division.

Salt Creek Summit Expansion in Wallowa County. This parking expansion would add an additional 45 parking spaces by including two miles of the access road in the Sno-Park. Estimated annual plowing cost for the lot and access road is $4,500. The snow removal will be the responsibility of the U.S. Forest Service. Enforcement of the Sno-Park Permit requirement will be handled by the State Police.

5) Amended Delegation Order No. 35 authorizing State Highway Engineer to approve traffic engineering-related revisions/additions as follows:

(See Delegation Order No. 35b in Commission's files, Salem.)

Power Delegated

36. Approve the installation or removal of any sign prohibiting fishing, diving, or jumping from any bridge which is part of the state highway system (Revision).

38. Designate intersections where turns are prohibited [to the left, right, or either] in any direction onto or from any state highway and exceptions for public transportation vehicles under the provisions of ORS 810.130 and in accordance with rules adopted by the Oregon Transportation Commission (Revision).

(New) Approve the installation or removal of any sign prohibiting through truck traffic on any portion of a state highway under the provisions of ORS 810.030, in consultation with Permits and Weighmasters (Addition).

(New) Designate pedestrian crossing and no-crossing sites at locations on the state highway system (Addition).

(New) Approve changes to traffic control devices standards, manuals and guidelines for the state highway system and approve experimental projects related to traffic matters, in consultation with the Oregon Traffic Control Devices Committee (Addition).

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Office of Operations, Maintenance/Construction Manager	Exhibit G
Region 1 Engineer	Exhibit H
Region 2 Engineer	Exhibit I
Region 3 Engineer	Exhibit J
Region 4 Engineer	Exhibit K
Region 5 Engineer	Exhibit L
Driver and Motor Vehicle Services Manager	Exhibit M
Public Transit Administrator	Exhibit N
Assistant Attorney General	Exhibit O
Highway Controller	Exhibit P

The Commission confirmed the following meeting dates in Roseburg:

Monday, September 14:
Tour, 2 p.m.
Dinner, 7 p.m., Sandpiper Restaurant
Tuesday, September 15:
Formal meeting, 8:30 a.m., Douglas County Museum
Luncheon arranged by City of Roseburg

Mr. Rist reminded the Commission of the Transportation Symposium scheduled for Friday, September 18, 1992, at the Masonic Temple Ballroom in Portland at 8:30 a.m.

The Commission tentatively set their following meeting in Salem for Tuesday, October 20, 1992.

Mike Meredith, Oregon Trucking Association, Inc., presented a plaque to the Driver and Motor Vehicle Services Branch in appreciation for their approach to implementing the Commercial Driver License Program. Mike Unger, Manager, Driver Licensing Section, accepted the plaque on behalf of Jane Hardy Cease who was unable to be present. Don Forbes said 73,000 commercial driver licenses have been issued to truck and bus drivers since the program was implemented.

Mr. Forbes mentioned that the Silver Falls Work Session would be held on October 26 and 27, 1992. He asked the Commission for topics of discussion and what they would like to accomplish at the work session. He suggested the development of a six-year implementation of components of the Oregon Transportation Plan, more detailed information on the budget, and the Commission's direction for the staff during the legislative session.

Dave Bishop reviewed the major issues heard at the Transportation Plan hearing yesterday as follows:

1) Medford/Rogue Valley Delegation:

   a) Requested adding to the map an Amtrak symbol to illustrate that passenger service from the Medford area south to California should be a high priority for the State.

      Mr. Bishop suggested that the symbol be added to the Future Possibilities Map with the paragraph written up by the delegation inserted in the Plan as the fifth major long-range transportation possibility.

      The Commission concurred.

   b) Intermodal Freight Symbol at Medford: Mr. Bishop suggested adding a new kind of symbol (rail/box car) to the map to indicate places in the State where there would be major reload facilities.

      The Commission concurred.

   c) Requested adding the word "adequate" to the pipeline/natural gas minimum levels of service. Mr. Bishop agreed to this request but did not recommend listing any cities.

      The Commission concurred with Mr. Bishop's recommendation. Concerning the listing of specific cities, Vice Chairman Whitty suggested waiting until the Plan is updated since the staff had not done any studies or had any discussion with the gas companies.

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d) Adding a statement to the Plan that would ensure rail service continues through the Rogue Valley to California. Mr. Bishop recommended that it be included in the Medford MPO Region Plan but not in the minimum service level section of the State Plan. He said the Plan includes several statements and map notations that identify the importance of rail service to the Rogue Valley; therefore, he did not recommend the change.

The Commission agreed not to add this statement to the Plan.

e) High Speed Rail: There was a comment that the State is not moving fast enough on that issue. Mr. Bishop said it is on the Future Possibilities Map. He mentioned the concept could be broken into two parts: the fast train up to 125 miles an hour and the bullet-type train. He commented an approach would be to add the 125 miles an hour concept into the preferred plan but leave the bullet train on the future possibilities list.

Chairman Hollern agreed with Mr. Bishop. Susan Brody concurred; however, she was concerned with the financial implications. She commented if this were added to the preferred plan, how would that translate into expenditures.

Mr. Bishop said they would need to restudy that and it would need to be added into the financial package. Commissioner Ford asked if there would be a reduction in cost as far as highway improvements.

The Commission asked staff to restudy and report back to them.

2) Port of Newport: The delegation felt the Plan does not adequately recognize the Port of Newport as one of Oregon's major Ports.

(Continued on next page)

Vice Chairman Whitty felt that each of their requests should be considered. Mr. Bishop said the staff would review each item and prepare a recommendation. The Commission concurred.

3) Tourism Council recommended the reinsertion of action statements that were taken out of Policy 2H on aesthetics. Mr. Bishop mentioned the Tourism resolution was not forwarded to him but he said one of the statements could be added back and meet their concerns. Mark Ford suggested reconsidering their request again and working with Vice Chairman Whitty. The Commission concurred.

4) In the Medford area, requested that US62 and 240 Corridor from Medford to Klamath Falls be added as a major freight corridor. Chairman Hollern felt it should not be added until the truck traffic increases. Mr. Bishop said he would check on the truck traffic and report back to the Commission. Susan Brody said she would feel uncomfortable adding it unless there was more detailed analysis. Vice Chairman Whitty said he would like to see the percentages and the average daily traffic and then reconsider the request. The Commission decided to not include it, subject to the staff coming back with information how this would rank on a priority basis with other freight corridors and why it should be included.

Mr. Bishop said the staff would reconsider the definition of intermodal hub and possibly have two definitions in the Plan.

Chairman Hollern inquired of Tom Walsh if he was comfortable with the additional $3 billion which was added back into Table 5, Transit Capital Funds, over the 20-year period to cover the light rail system. Mr. Walsh concurred.

Vice Chairman Whitty said he would like some mention of developing a system of measuring vehicles that use alternative fuels. Susan Brody suggested that the Plan mention the impact of alternative fuels, not just natural gas, on the future transportation system. The Commission concurred.

There was discussion concerning the substantial increase in the needs from $25 billion for the 20-year need highway component to $37 billion identified in the Roads Finance Study. Chairman Hollern discussed the possibility of rather than presenting a finance package that would fund the entire Plan it may be feasible to establish a target plan that would finance a portion of the Plan, which may mean leaving some of the needs as local responsibility. Vice Chairman Whitty concurred. Susan Brody said she would like to review the Plan before the September meeting as she felt it was important that there is clarity as to how it is going to be implemented.

Judy Gregory provided the Commission with an update on initiatives related to the Disadvantaged Business Enterprise Program. She discussed the following staff activities: a) attempting to help more DBEs get bonded and secure capital financing; b) exploring methods of maximizing DBE opportunities for them to participate in the Westside Corridor Light Rail Project, possibly by establishing smaller contracts of $50,000 or less; and c) creation of a DBE construction management scholarship for recently graduated high school students to strengthen the Department's DBE Program. She asked for the Commission's approval of the concept for the scholarship program. The Commission concurred.

Paul Meyerhoff requested authority to apply for a Model State Intermodal Transportation Planning Grant from the U.S. Department of Transportation for $500,000 under the Intermodal Surface Transportation Efficiency Act, to accept the grant and expend funds, including hiring consultants. He explained there is no match requirement on the grant and there will be no additional staffing required beyond that needed to implement other ISTEA planning requirements. (Copy of Model State Intermodal Transportation Planning Proposal in Commission's files, Salem.) Vice Chairman Whitty moved for approval of the request and the motion carried unanimously. The Commission also authorized Paul Meyerhoff to sign any necessary agreements and granted him authority to enter into contracts to hire consultants.

Mr. Anhorn requested authority to apply for and expend up to $1 million in funds from the Federal Railroad Administration under Section 1010 of ISTEA. He explained these funds will be used to improve railroad/highway grade crossings as part of the Oregon section of the Northwest High Speed Rail Corridor. Commissioner Ford moved for approval of the request and the motion carried unanimously. The Commission also authorized the Director to sign the necessary application and contract documents.

Joni Reid requested approval of 16 small city and rural area capital assistance projects and authority to apply to the U. S. Department of Energy and U. S. District Court for the District of Kansas for the Stripper Well money. She also requested authority for Public Transit to enter into agreements with local governments to undertake these projects. She explained that this program provides capital matching grants to meet the needs of public transportation systems outside the Portland, Salem, Eugene, and Medford urbanized areas. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously approving the following projects, granting authority to apply for the Stripper Well money, and authorizing the entering into and signing of agreements with the local governments.

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SMALL CITY AND RURAL AREA PROGRAM
CAPITAL ASSISTANCE PROJECTS

Applicant / Project	Estimated Cost	Cumulative Cost
Marion County Two accessible minibuses	$107,000	$107,000
City of Ontario One accessible minibus	$63,000	$170,000
Columbia County Four accessible minibuses	$168,000	$338,000
City of Woodburn One accessible minibus	$105,000	$443,000
Basin Transit Service Two accessible minibuses	$170,000	$613,000
Grant County Transportation District One wheelchair lift	$4,500	$617,500
Rogue Valley Transportation District One paratransit van	$50,000	$667,500
Tri-Met Two accessible minibuses	$110,000	$777,500
Columbia County Mobile radio system	$60,000	$837,500
Union County One paratransit van (expansion)	$35,000	$872,500
Coos County One paratransit van	$45,000	$917,500
Lane Transit District One accessible minibus (expansion)	$80,000	$997,500
City of Milton-Freewater Ten passenger shelters	$35,800	$1,033,300
Basin Transit Service Bus stop signs	$3,000	$1,036,300
Grant County Transportation District One paratransit van (expansion)	$36,000	$1,072,300
Lane Transit District Passenger shelters	$18,000	$1,090,300
Sources of Funding:		
Small City Capital Assistance (90 percent) (UMTA Section 18 and Stripper Well)		$ 981,270
Local matching contribution (10 percent)		$ 109,030
Total		$1,090,300

Mr. Meyerhoff requested approval of a supplemental contract between Traffic Safety and Intercept Research Corporation to complete a safety belt/motorcycle helmet usage survey. He said the supplement will increase the contract by $15,000 to a total of $65,000. He mentioned the survey will be funded with Federal Funds received from the incentive grant program. Commissioner Ford moved for approval of the request and the motion carried unanimously. The Commission also authorized the Interim Manager of Traffic Safety to sign the necessary contract.

Mr. Meyerhoff presented a Resolution from the Parks Department that would establish coordination between the agencies concerning the Oregon Coast Corridor Planning Project. He said the Resolution recognizes the two Departments have jurisdiction over facilities that affect each other and the public in the coastal corridor and calls for coordinated planning. He mentioned that the Parks Commission approved the resolution at its September 26, 1991 meeting. He said in reviewing the resolution the staff has identified a concern with the following paragraph:

> 3c. Coordinate rest area services for the highway user that impact park areas and activities with the Parks and Recreation Department.

Mr. Meyerhoff said the resolution is unclear whether this relates to the Oregon Coast Corridor Planning Project or if it relates to all services between the two agencies. The Parks' staff has given their assurances that it pertains only to the Oregon Coast Corridor Planning Project. He recommended a fourth bullet be added to the document that would say the resolution expires June 30, 1995. Vice Chairman Whitty moved that the resolution be adopted, including the addition of the expiration date on the resolution. The motion carried unanimously by the Commission. Due to the change, Chairman Hollern said the resolution would have to go back to the Parks Commission for their approval. (Resolution in Commission's files, Salem.)

Mr. Meyerhoff commented that the Commission had adopted a Resolution on December 17, 1991, designating US101 as a Scenic Highway/Byway and on August 7, Chairman Hollern had identified the Commission as the Scenic Byway Agency. He explained that the States of Oregon, Washington, and California are working together on an intergovernmental agreement to develop a Corridor Management Plan for the Tri-State Pacific Coast Scenic Byway from Eureka, California, through Oregon to Olympia, Washington. He said the three States are currently applying for a $5 million National Scenic Byway Program Grant from the Federal Highway Administration ($4 million Federal and $1 million local match). The agreed-upon proration among the four States is: Oregon 48%, Washington 44%, and California 8%. He mentioned the proration is based on the number of highway miles within each State. Oregon's portion of the $5 million is $2.4 million; $480,000 is the required State match. The Federal Highway Administration has notified there is an additional $270,000 Federal funding available to the three States for preliminary work on this Byway. The three States have agreed to prorate this amount on the same basis as the $5 million request. Oregon's share of this

amount is $129,600, which requires $26,000 of match from State funds. Upon the recommendation of Mr. Meyerhoff, Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission taking the following actions:

1) Authority to enter into all necessary agreements and contracts for use of the additional $270,000 Federal funds.

2) Approve $26,000 of State funds for Oregon's share of the three-State match.

3) Approve 20% match, $480,000, for Oregon's share of potential $5 million grant, or less if not fully funded.

4) Authorize the Director to sign all necessary agreements and contracts.

Mr. Meyerhoff presented a request to go before the Emergency Board to request $500,000 in General Funds to purchase two advanced landing systems from the Advanced Navigation and Positioning Corporation of Hood River. He explained these units would be used in a demonstration program to test the viability of this system to provide safer landing capabilities at airports in Oregon. He explained this request was from Economic Development Department and they requested that the Department appear before the Emergency Board for this funding. Following his discussion on the staff's concern for this request, he recommended that the Commission defer this item to another meeting so additional information can be obtained. The Commission took no action. If the request is returned to them for approval, Chairman Hollern said the staff's concerns would have to be addressed, with a clear indication that this system supports the Aeronautics' mission. Vice Chairman Whitty commented that the staff should make sure the system works before payment is made, that the system will be accepted by the FAA, and that future maintenance will be available.

Tony Lewis presented a Resolution that would authorize the Director or Chief Financial Officer to work with the State Treasurer to refund General Obligation State Highway Bonds, Series 1974, for approximately $12 million, the Oregon State Highway User Tax Revenue Bonds, Series 1987, for about $51.3 million, and a declaration establishing new covenants regarding future highway user tax revenue bonds. He explained that the lower interest rates in the financial markets have created an opportunity for the Department to refund bonds at a savings of about $2 million over 12 years. Current plans call for a sale date during the week of October 12. Commissioner Ford moved for adoption of the Resolution and the motion carried unanimously. The Resolution also granted authority for the Director or Chief Financial Officer to sign necessary documents to affect the refunding. (Miscellaneous Resolution No. 284 in Commission's files, Salem.) Chairman Hollern requested a report at a future meeting on the fees paid to the bond counsel and the underwriter.

Tom Walsh gave an update on the Westside Light Rail Project. He handed the Commission a written progress report entitled Project Recap Since 1991. (Copy in Commission's files, Salem.) He discussed the following recommendations:

a) Intergovernmental amendment agreement which would allow State committed Hillsboro funds to be advanced for the project to 185th.

b) Appear jointly with Tri-Met before the Emergency Board on September 10 to request approval for an amended intergovernmental agreement and advanced funding.

c) If the Emergency Board approves the advancement of funds, amend intergovernmental agreement.

Vice Chairman Whitty moved for approval of the recommendations and the motion carried unanimously by the Commission. The Commission authorized the Director to sign the amended agreement with Tri-Met.

Tony Lewis, Manager of Financial Services, gave the Commission a quarterly operational review report covering the period June 30, 1992. He said the Department is continuing to operate with a very low cash balance. The report consisted of: 1) Historical and Projected Operating Cash Positions, 2) Debt Coverage Ratios for Highway Bond Programs, 3) Capital Market Yield Curves as of August 11, 1992, 4) Agency budgets vs. expenditures by major appropriation groupings, 5) Efficiency Measurements, 6) Effectiveness Measurements, and 7) Performance Matrix Concept. Chairman Hollern said it would be helpful to receive these reports prior to the meeting and he asked for the total amount of bonds that could be sold now. Mr. Lewis said he would get the information to him.

Chairman Hollern recessed the meeting at 10:30 a.m., and the meeting reconvened at 10:45 a.m.

William Anhorn recommended that the Commission repeal Administrative Rule 734-81-005 through 734-81-050 for the purpose of applying civil fines to chronic offenders of Oregon's weight laws. He explained that on March 1, 1990, Legislative Counsel advised that the Commission did not have legislative authority to adopt the rule. The Department attempted to rectify the lack of authority during the 1991 Legislature by adding language to Senate Bill 71; however, the Bill was not approved. He said if legislative authority can be obtained in the future, the rule can be readopted. However, in the interim, since the Department cannot enforce the rule due to lack of authority, it is necessary to repeal it. The proposed repeal was published in the Secretary of State's Bulletin on June 1, 1992. Vice Chairman Whitty moved for repeal of the rule and the motion carried unanimously by the Commission. (See Permit Rule 59A in Commission's files, Salem.) Chairman Hollern asked that this bill be returned for consideration in the next legislative session.

Mr. Anhorn explained that the 1985 Legislature in the Vehicle Code Revision deleted ORS 483.536 which provided the methods for determining gross weights for trucks. He explained this statute was replaced with ORS 801.055 which required ODOT to determine by rule the methods, procedures, and devices to be used for determining weights. In 1985, no rules were promulgated and there is no way to enforce citations. He explained that there is a need to adopt these rules on a temporary basis as failure to act promptly will result in serious prejudice to the public interest as the ability to enforce weight restrictions will be compromised. Commissioner Ford moved for approval of the request and the motion carried unanimously adopting the temporary rules. The rules were filed with the Secretary of State on September 1, 1992, effective that date, and the rules will be published in their Administrative Rule Bulletin.

Mr. Anhorn requested the Commission's approval to increase the project authorization on Contract No. 11,098 for the Stanfield Safety Rest Area on the Old Oregon Trail in Umatilla County in the amount of $59,602 (12.3% increase). Vice Chairman Whitty moved for the increase and the motion carried unanimously by the Commission.

Mr. Anhorn recalled that the Commission had asked for a report on surplus property. Steve Green, Right of Way Manager, gave the Commission a presentation on the excess and surplus property disposal program and he commented on the Secretary of State's performance audit. He said the 1987 inventory for excess and surplus property was about $33 million and a more aggressive approach was taken. The inventory is now about $25 million (1,172 parcels) and the goal is to reduce the inventory by $2 million annually. He explained with that goal the Department will have decreased its surplus property to an acceptable level within 15 years. Vice Chairman Whitty asked if the report could distinguish the excess properties of which there is an intended use from those in which there is no intended use. Mr. Green said the report could be prepared in that format. He commented that about 10 percent of his staff are dedicated to management and disposal of property. The Commission discussed the feasibility of using more private sector real estate firms to dispose of surplus property. Chairman Hollern felt if the property is identified as surplus property that it should be disposed of in less than 15 years.

Cam Gilmour recalled that last month the Commission had approved the 1993-1998 Six-Year Transportation Improvement Program, except the Transit portion. Joni Reid, Interim Manager of the Public Transit Section, said a revised Transit Program for funding in Fiscal Year 1993 had been mailed to the Commission. She explained that the Program shows totals for the remaining five years and as additional project proposals are accepted for funding, they will be added to future updates of the Program. In the interim, meetings will be held with the constituents and local governments in order to implement the ISTEA requirements.

Terry Parker, Special Transportation Fund Advisory Committee, Lane Council of Governments, Eugene, expressed concern how the Public Transit Section proposes to manage the discretionary grant portion of the Special Transportation Fund. She explained these State Funds have been combined with Federal Elderly and Disabled Capital Assistance Funds to form the Special Transportation Grant Program. She stated the current version of the Program is a disappointment; it does not reflect any of their discussions or support for an allocation formula; the format is not new; and the Program represents the status quo. She closed by saying their Committee thinks an allocation distribution like that used for the formula program, even designated for vehicle replacement, would go a long way in helping to address many of the issues that have been identified. She urged the Department to move ahead in making changes to improve the Special Transportation Grant Program and not keep the Program status quo. (Written letter from Brian Knowles, Vice Chair of the Committee, in Commission's files, Salem.)

Commissioner Ford moved for approval of the Transit portion of the Six-Year Transportation Improvement Program and the motion carried unanimously by the Commission. This approval grants authority for the Manager of the Transit Section to sign agreements covering the projects. (Copy of Transit Program in Commission's files, Salem.)

Cam Gilmour recalled that Senator Joan Dukes had expressed concern at the last Commission meeting for the Astoria Bypass Project (John Day River-Youngs Bay) in Clatsop County. Her concern was the project had moved back one year in the Program from 1996 to 1997 and that the construction would be done in two phases. He said the staff met with her and other city and county officials and resolved their concern by reevaluating the method by which right-of-way could be acquired. He explained that by acquiring whole parcels of property rather than portions of property the acquisition process could begin with the final surveying; therefore moving up the project by about ten months in the schedule. He reported the city and county officials have pledged to work closely and cooperative concerning the amendments to the Comprehensive Land Use Plan, that will have to occur for this project to proceed.

Chairman Hollern inquired if right-of-way acquisition could be expedited are there designated funds that could be spent. Mr. Green said he had reviewed the workload and there is adequate staff to acquire the necessary property for the scheduled projects.

Cam Gilmour handed the Commission a brochure entitled Draft Interim Enhancement Program Project Application. The brochure explains the Program, lists the categories for funding projects, selection criteria, application guidelines, small region map, and region addresses. (Copy in Commission's files, Salem.) He said the Commission had asked the staff to work with an ad hoc committee and that Committee has reached a consensus on project ranking criteria, as shown on Page 4 of the brochure. He explained the brochure will be used in soliciting project requests. The Committee has not reached consensus on how to rank the criteria or how to equitably distribute the funds across the State. He said it is planned

to present to the Commission in December a short list of projects that would use the available funds for the two-year program. He pointed out that there are now 11 categories for the various transportation enhancement projects. He said ten are listed in the brochure and a category of noise abatement has been added. He asked that the Commission review the brochure and get back to him with their comments in the next couple of weeks.

Susan Brody felt that the criteria in the brochure needed to be more descriptive. She suggested bullets under each describing how to meet the criteria.

Commissioner Ford expressed concern that the map could convey the message that the funds are allocated for each Region. Mr. Gilmour suggested that funds be allocated on a regional basis; however, if there is a project submitted that appears to be extraordinary, an exception could be made. Mr. Anhorn said the staff needs guidance from the Commission whether it should be on a regional or statewide basis. Vice Chairman Whitty said he would favor a regional equity basis, similar to the Highway Improvement Program. The Commission agreed that the funds should be allocated on a regional basis, however, an exception could be made if there is an extraordinary project.

Susan Brody suggested using the regional basis for allocation on the first year of funding and evaluate the effectiveness after the first year.

Mr. Gilmour also discussed staffing in implementing the Program. He said it is planned at the December meeting a list of recommended projects for two-year funding would be presented to the Commission, as well as a list of projects requested. There was discussion on whether the ad hoc committee should select the projects and receive public input before it is presented to the Commission. Chairman Hollern suggested that the ad hoc committee should be listed in the brochure. The Commission requested copies of the names of the ad hoc committee and their role of representation. Vice Chairman Whitty said before the responsibility of selecting projects is turned over to the ad hoc committee, he would like to review the list for geographic balance. Chairman Hollern felt that there should be at least one person from each of the five regions of the State. The Commission agreed that the brochure could be mailed to applicants. Chairman Hollern asked the Commission members to review the ad hoc committee list to see if there are any additional names they would like added and the discussion will continue at the September meeting.

Mr. Gilmour briefed the Commission on the Congestion Mitigation and Air Quality Program included in the ISTEA. He said these funds are restricted as to where they can be spent and can only be spent within the geographical boundaries of areas that are in non-attainment, such as Portland, Medford area, Klamath Falls, Grants Pass, La Grande, and Oakridge. He reported a committee has been formed of representatives from the COG's and the Department of Environmental Quality. It is planned to come back to the Commission in October with a progress report and a list of projects for approval at the December meeting.

There being no further business to consider, Chairman Hollern adjourned the meeting at 12:06 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

David F. Bolender, Member

Cynthia J. Ford, Member

Commission Services

absent for approval
Roger L. Breezley, Member

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - TERWILLIGER BOULEVARD INTERCHANGE SECTION

County: Multnomah — Highway: PACIFIC (I-5)
Type of Work: Grading, Structures, Paving, Signing, Illumination, Signals, & Landscaping — F.A. NO. IDR-IM-5-6(145)297

No. of Bidders: 10	Contract No.: 11200
Low: Green International, Inc. dba Denver Green International, Denver, CO	$12,577,468.38
2nd: Hamilton Construction Co. (Oregon), Springfield, OR	$12,579,776.50
3rd: Ross Brothers & Company, Inc., Salem, OR	$12,766,561.68

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and receipt of deposit from the City of Portland

#2 - NW PORTLAND INTERSECTION IMPROVEMENT PROJECT (PHASE I)

County: Multnomah — Highway: NW 21st AVENUE & NW 23rd AVENUE (CITY STREETS)
Type of Work: Paving and Signing — F.A. No. IX-0000(126)

No. of Bidders: 3	Contract No.: 11201
Low: All Concrete Specialties, Inc., Vancouver, WA	$139,971.00
2nd: Goldie Gentle Construction, Inc., Portland, OR	$169,690.00
3rd: Kerr Contractors, Inc., Tualatin, OR	$391,905.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit by the City.

Approved by Chairman
Michael P. Hollern
Date 6-8-92

#3 - CANYON LANE - WALKER ROAD SECTION

County: Washington — Highway: TUALATIN VALLEY (OR-8)
Type of Work: Signing and Signals — STATE OPERATIONS PROJECT

No. of Bidders: 5	Contract No.: 11202
Low: Linnco Electric Company, Albany, OR	$187,592.00
2nd: Tice Electric Company, Portland, OR	$187,990.00
3rd: Cherry City Electric, Inc., dba Hamilton Electric, Salem, OR	$198,616.00

Engineer's Recommendation: Award to low responsive bidder.

#4 - WALNUT STREET - MILL STREET (EUGENE), WEST UNIT

County: Lane — Highway: PACIFIC WEST (OR-99)
Type of Work: Grading, Paving, Pavement Marking, and Signals — STATE PROJECT

No. of Bidders: 2	Contract No.: 11203
Low: Wildish Paving Company, Eugene, OR	$199,273.00
2nd: Eugene Sand & Gravel, Inc., Eugene, OR	$208,697.25

Engineer's Recommendation: Award to low responsive bidder.

#5 - OCHOCO RESERVOIR - ROCKY BUTTE RD (BIKEWAY) PROJECT

County: Crook — Highway: OCHOCO (US-26)
Type of Work: Grading and Paving — STATE BIKEWAY PROJECT

No. of Bidders: 6	Contract No.: 11204
Low: R. L. Coats, Bend, OR	$305,003.00
2nd: Roy L. Houck Construction Company, Salem, OR	$415,030.50
3rd: JAL Construction, Inc., Bend, OR	$429,143.68

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 6-8-92

#6 - ARCH CAPE TUNNEL - SHORT SAND CREEK SECTION

County: Clatsop
Type of Work: Overlay
Highway: OREGON COAST (US-101)
F.A. No. STP-2-6(16)

No. of Bidders: 2
Contract No.: 11205
Low: Bayview Transit Mix, Inc., Seaside, OR $433,191.00
2nd: Roy L. Houck Construction Company, Salem, OR $535,284.75

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#7 - EAGLE CREEK - ESTACADA SECTION

County: Clackamas
Type of Work: Overlay
Highway: CLACKAMAS (OR-224)
F.A. No. STP-74(19)

No. of Bidders: 7
Contract No.: 11206
Low: Roy L. Houck Construction Company, Salem, OR $643,160.00
2nd: Morse Bros., Inc., Lebanon, OR $644,256.00
3rd: Jim Turin & Sons, Inc., Welches, OR $648,316.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#8 - PARKER, WINANT AND JOHNSON SLOUGH BRIDGES SECTION

County: Lincoln
Type of Work: Roadwork and Structures
Highway: YAQUINA BAY ROAD
F.A. No. RS-A526(2)

No. of Bidders: 6
Contract No.: 11146
Low: Concrete Enterprises, Keizer, OR $865,087.40
2nd: Ross Brothers & Company, Inc., Salem, OR $908,311.88
3rd: Holm II, Inc., Stayton, OR $912,609.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Lincoln County and receipt of deposit from the County.

Approved by Chairman
Michael P. Hollern
Date 6-8-92

#9 - PASSMORE ROAD - BAYSHORE DRIVE SECTION

County: Lincoln
Type of Work: Overlay

Highway: OREGON COAST (US-101)
F.A. No. STP-2-4(31)

No. of Bidders: 2

Contract No.: 11207

Low: Road & Driveway Co., Newport, OR $1,069,005.25
2nd: Morse Bros., Inc., Lebanon, OR $1,207,592.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#10 - U.S.B.R. CANAL (KLAMATH FALLS) BRIDGE SECTION

County: Klamath
Type of Work: Paving and Structure

Highway: THE DALLES-CALIFORNIA (US-97)
F.A. No. NH-4-1(35)

No. of Bidders: 5

Contract No.: 11208

Low: Mocon Corporation, Portland, OR $834,374.00
2nd: Hamilton Construction Co. (Oregon), Springfield, OR $924,541.00
3rd: Weaver Construction Company, La Grande, OR $975,150.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#11 - NE SAVAGE STREET - SE 'M' STREET (GRANTS PASS) SECTION

County: Josephine
Type of Work: Signal Improvement

Highway: REDWOOD (US-199)
F.A. No. NH-17(11)

No. of Bidders: 6

Contract No.: 11209

Low: Albany Electric, Inc., Albany, OR $1,102,395.00
2nd: Cherry City Electric, Inc., dba Hamilton Electric, Salem, OR $1,142,524.00
3rd: L. R. Brabham, Inc., Springfield, OR $1,329,090.74

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Grants Pass and receipt of deposit by the City.

Approved by Chairman
Michael P. Hollern
Date 6-8-92

#12 - NORWOOD ROAD - POWERS ROAD (BEND) AND POWELL BUTTE JUNCTION - CROOK COUNTY LINE SECTION

County: Deschutes
Type of Work: Paving, Signing, and Signals
Highway: THE DALLES-CALIFORNIA (US- 97) AND POWELL BUTTE
F.A. No. NH-4-2(28)

No. of Bidders: 2
Contract No.: 11210

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$1,975,272.00
2nd: R. L. Coats, Bend, OR	$2,064,919.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#13 - OLD OREGON TRAIL HIGHWAY - ISLAND CITY SECTION

County: Union
Type of Work: Grading, Paving, Signing, & Signal
Highway: WALLOWA LAKE (OR-82)
F.A. No. STP-7(24)

No. of Bidders: 2
Contract No.: 11211

Low: Roy L. Houck Construction Company & Fabricators, Inc., AJV, Salem, OR	$2,266,813.70
2nd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$2,315,703.70

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#14 - WOODBURN NCL - LINCOLN STREET SECTION

County: Marion
Type of Work: Grading, Paving, Signing & Signals
Highway: PACIFIC EAST (OR-99E)
F.A. No. STP-26(50)

No. of Bidders: 11
Contract No.: 11212

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$3,329,244.00
2nd: Roy L. Houck Construction Company & Fabricators, Inc., AJV, Salem, OR	$3,422,052.20
3rd: Gelco Construction Co., Salem, OR	$3,690,139.35

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Woodburn and receipt of deposit from the City.

Approved by Chairman
Michael P. Hollern
Date 6-8-92

#15 - PACIFIC HIGHWAY - 42ND STREET (SPRINGFIELD) SECTION

County: Lane
Type of Work: Grading, Paving, Structures, Signing, & Signals

Highway: EUGENE-SPRINGFIELD (OR-126)
F.A. No. NH-28(25)

No. of Bidders: 5	Contract No.: 11213
Low: Wildish Paving Company, Eugene, OR	$3,147,328.50
2nd: Morse Bros., Inc., Lebanon, OR	$3,190,614.70
3rd: Eugene Sand & Gravel, Inc., Eugene, OR	$3,486,260.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#16 - AIRPORT WAY - COLUMBIA BOULEVARD SECTION

County: Multnomah
Type of Work: Grading, Paving, Structures, Signing, Illumination, Signals, & Landscaping

Highway: EAST PORTLAND FREEWAY (I-205)
F.A. No. IM-205-7(139)312

No. of Bidders: 5	Contract No.: 11214
Low: Tri-State Construction Inc., Bellevue, WA	$4,840,755.00
2nd: Wildish Standard Paving Co., Eugene, OR	$4,958,550.00
3rd: Kiewit Pacific Co., Vancouver, WA	$5,056,062.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On June 8, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on May 28, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, and 16, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 15 day of July, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

A

8/26/92

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - MANZANITA JUNCTION - NEHALEM (BIKEWAY) SECTION

County: Tillamook — Highway: OREGON COAST (US-101)
Type of Work: Grading, and Paving — STATE BIKEWAY PROJECT

No. of Bidders: 3 — Contract No.: 11216

Low: Bayview Transit Mix, Inc., Seaside, OR	$203,237.00
2nd: N-B Hatch Company, Portland, OR	$215,512.00
3rd: Ross Brothers & Company, Inc., Salem, OR	$225,247.62

Engineer's Recommendation: Award to low responsive bidder.

#2 - BERRY CREEK - SUTTON LAKE (BIKEWAY) SECTION

County: Lane — Highway: OREGON COAST (US-101)
Type of Work: Grading, and Paving — STATE BIKEWAY PROJECT

No. of Bidders: 5 — Contract No.: 11217

Low: Umpqua River Navigation Co., Reedsport, OR	$268,726.60
2nd: N-B Hatch Company, Portland, OR	$289,830.00
3rd: JAL Construction, Inc., Bend, OR	$292,052.78

Engineer's Recommendation: Award to low responsive bidder.

#3 - TRAFFIC LOOP REPAIR PROJECT, UNIT 4

Counties: Clackamas, Columbia, Multnomah, & Washington — Highways: VARIOUS
Type of Work: Traffic Signals — STATE PROJECT

No. of Bidders: 6 — Contract No.: 11218

Low: Linnco Electric Company, Albany, OR	$378,987.00
2nd: Marca Electric, Inc., Coquille, OR	$390,799.00
3rd: H. & H. Electric, Inc., Portland, OR	$401,092.00

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 7-2-92

#4 - UPRR AND GRANDE RONDE RIVER BRIDGE SECTION

County: Union — Highway: WALLOWA LAKE (OR-82)
Type of Work: Grading, Paving, & Structure — F.A. No. BRF-7(25)

No. of Bidders: 6 — Contract No.: 11219

Low: G.T.E. Metal Erectors, Inc., Canby, OR	$499,659.00
2nd: Co-Bridge, Inc., Bend, OR	$541,913.00
3rd: Weaver Construction Company, La Grande, OR	$545,234.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#5 - EASTSIDE BYPASS (KLAMATH FALLS), PHASE 1

County: Klamath — Highway: KLAMATH FALLS-MALIN (OR-39)
Type of Work: Paving, Signing, & Signals — F.A. No. STP-48(9)

No. of Bidders: 1 — Contract No.: 11220

Low: Klamath Pacific Corporation, Klamath Falls, OR	$1,861,730.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#6 - LANE COUNTY LINE - ODELL MAINTENANCE STATION SECTION

County: Klamath — Highway: WILLAMETTE (OR-58)
Type of Work: Paving, Signing, & Signing — F.A. No. NH-29(22)

PROJECT POSTPONED TO JULY 23, 1992, BID OPENING

Approved by Chairman
Michael P. Hollern
Date 7-2-92

A
8/26/92

#7 - SISTERS - TUMALO SECTION

County: Deschutes — Highway: MCKENZIE-BEND (US-20)
Type of Work: Grading, Paving, & Signing — STATE PROJECT

No. of Bidders: 4 — Contract No.: 11222

Low: R. L. Coats, Bend, OR	$3,413,479.50
2nd: J. C. Compton Contractor, Inc., McMinnville, OR	$3,883,661.00
3rd: McCafferty-Whittle Construction Company, Brush Prairie, WA	$4,199,483.50

Engineer's Recommendation: Award to low responsive bidder.

On July 2, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on June 25, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 4 and 5, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 15 day of July, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

A

8/26/92

#1 - CAZADERO SLIDE CORRECTION (SCHEDULE "A")

County: Clackamas
Type of Work: Grading, Paving, & Landscaping

Highway: CLACKAMAS (OR-224)
F.A. No. STP-139(5) & PFH55-1(9)

No. of Bidders: 7

Contract No.: 11215

Low: Elting Incorporated, Clackamas, OR	$2,787,384.50
2nd: Scarsella Bros., Inc., Seattle, WA	$2,887,782.50
3rd: Kiewit Pacific Co., Vancouver, WA	$2,999,805.00

Engineer's Recommendation: Reject all bids and award "Schedule B" of this project.

#2 - CAZADERO SLIDE CORRECTION (SCHEDULE "B")

County: Clackamas
Type of Work: Grading, Paving, & Landscaping

Highway: CLACKAMAS (OR-224)
F.A. No. STP-139(5) & PFH55-1(9)

No. of Bidders: 7

Contract No.: 11215

Low: Elting Incorporated, Clackamas, OR	$3,038,186.50
2nd: Scarsella Bros., Inc., Seattle, WA	$3,067,345.00
3rd: Tri-State Construction, Inc., Bellevue, WA	$3,491,517.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA, USDA Forest Service, and Clackamas County.

PUBLIC INTEREST FINDING

On June 11, 1992, proposals were opened and read for the Cazadero Slide Correction on the Clackamas Highway (OR-224) in Clackamas County. Seven bids were received. On June 12, 1992, the low bidder, Stimpel-Weibelhaus, Inc., of Redding, California, requested to be released from his proposal obligation. A review of the documentation accompanying the request was made. A conclusion was reached that the low bidder made a patent error. On June 18, 1992, the State Highway Engineer by delegated authority from the Oregon Transportation Commission, determined that the public interest would best be served by complying with the bidder's request.

Copies of this public interest finding are being provided to the bidders of record for this project.

On July 8, 1992, I accepted the State Highway Engineer's recommendation for award of the above project (Schedule B) on which bids were received on June 11, 1992, and authorized him to sign the contract when conditions for the award have been met. If the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 23 day of July, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

A

8/26/92

Oregon

July 15, 1992

DEPARTMENT OF
TRANSPORTATION

TRAFFIC SAFETY
DIVISION

FILE CODE:

TO: Chairman Michael Hollern
Oregon Transportation Commission

FROM: Paul Meyerhoff II, Manager
Transportation Development Branch PM2

SUBJECT: Approval to enter into a personal services contract

Requesting approval for Traffic Safety to enter into a sole source personal services contract with Richard Verbeck to train police agencies throughout the State of Oregon in safety belt enforcement and to encourage aggressive enforcement of Oregon's traffic laws through October 1992. This new contract will not exceed $14,000 and will be paid for with National Highway Traffic Safety Administration Funds.

This sole source contract is important to us for several reasons:

1) Mr. Verbeck's original contract ended on June 30, 1992, but he could not complete the work we asked him to do. These next few months will allow him to complete the developmental phase of this long range education project.
2) This contract will take us to the end of the federal fiscal year and the federal funding cycle.
3) Between now and October we will have time to advertise another Request for Proposal to solicit eligible consultant firms to continue this education program into the next fiscal year.

Traffic Safety plans to request permission from the OTC to solicit proposals for continuation of this activity for FY1993.

EDM:jh

Approved: Michael Hollern 7/21/92
Chairman Hollern

Not Approved: _____
Chairman Hollern

- 10,847 -

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Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Cooperative agreement with Federal Highway Administration to increase the amount of revenue available for highway programs by using Highway Trust Fund tax receipts, administered by the FHWA, to expand highway user tax compliance efforts by the Internal Revenue Service and the States, with emphasis on motor fuel taxes. Cost $25,000. (Authorize Manager of Financial Services to sign agreement.)

Dated this 23 day of July, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 22, 1992

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - LANE COUNTY LINE - ODELL MAINT STATION SECTION

County: Klamath
Type of Work: Grading, Paving, and Signing

Highway: WILLAMETTE (OR-58)
F.A. No. NH-29(22)

No. of Bidders: 13

Contract No.: 11221

Low: Fisher Land Co., dba Oakridge Sand & Gravel, Inc., Oakridge, OR — $1,472,151.00
2nd: JAL Construction, Inc., Bend, OR — $1,722,127.60
3rd: Fabricators, Incorporated, Salem, OR — $1,760,132.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#2 - OREGON CITY BYPASS @ MP 2.1 SECTION

County: Clackamas
Type of Work: Slide Repair

Highway: CASCADE SOUTH (OR-213)
STATE BIKEWAY PROJECT

No. of Bidders: 9

Contract No.: 11223

Low: Emery & Sons Construction, Inc., Stayton, OR — $161,443.00
2nd: Ross Brothers & Company, Inc., Salem, OR — $163,745.00
3rd: James W. Fowler Co., Dallas, OR — $171,941.00

Engineer's Recommendation: Award to low responsive bidder.

#3 - SISTERS HIGH SCHOOL - WEST CITY LIMITS Of SISTERS SECTION

County: Deschutes
Type of Work: Grading and Paving

Highway: McKENZIE (OR-242)
STATE BIKEWAY PROJECT

No. of Bidders: 2

Contract No.: 11224

Low: JAL Construction, Inc., Bend, OR — $195,951.00
2nd: R. L. Coats, Bend, OR — $222,782.00

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 7-30-92

#4 - OWENS CREEK BRIDGE SECTION

County: Umatilla
Type of Work: Grading, Structure, & Paving

Highway: UKIAH-HILGARD (OR-244)
F.A. No. STP-90(2)

No. of Bidders: 9
Contract No.: 11225

Low: Weaver Construction Company, La Grande, OR $335,430.00
2nd: Co-Bridge, Inc ., Bend, OR $338,243.00
3rd: Holm II, Inc., Stayton, OR $344,390.25

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#5 - EAST PORTLAND FREEWAY - HOLCOMB BOULEVARD SECTION

County: Clackamas
Type of Work: Grading, Paving, Signals, & Bridge Rail

Highway: CASCADE SOUTH (OR-213)
STATE PROJECT

No. of Bidders: 8
Contract No.: 11226

Low: Roy L. Houck Construction Company, Salem, OR $487,519.75
2nd: Wildish Standard Paving Co., Eugene, OR $512,655.00
3rd: Morse Bros., Inc., Lebanon, OR $549,829.00

Engineer's Recommendation: Award to low responsive bidder.

#6 - TUALATIN VALLEY HIGHWAY - 17TH STREET (MCMINNVILLE) SECTION

County: Yamhill
Type of Work: Overlay

Highway: PACIFIC WEST (OR-99W)
STATE PRESERVATION PROJECT

No. of Bidders: 5
Contract No.: 11227

Low: Rowell & Wickersham Contractors, Inc., McMinnville, OR $486,222.00
2nd: J. C. Compton Contractor, Inc., McMinnville, OR $514,080.00
3rd: Morse Bros., Inc., Lebanon, OR $541,952.50

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 7-30-92

EXHIBIT A

MINUTES OF 8/26/92

#7 - AIRPORT ROAD - PACIFIC HIGHWAY WEST SECTION

County: Yamhill
Type of Work: Grading, Paving, Signing, & Illumination

Highway: SALMON RIVER (OR-18)
F.A. No: NH-23(16)

Contract No.: 11228

No. of Bidders: 4

Low: J. C. Compton Contractor, Inc., McMinnville, OR	$1,196,943.00
2nd: Wildish Standard Paving Co., Eugene, OR	$1,225,796.00
3rd: Kizer Excavating Co., McMinnville, OR	$1,287,608.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#8 - WOLF CREEK - WEST FORK DAIRY CREEK SECTION

County: Washington
Type of Work: Paving

Highway: SUNSET (US-26)
F.A. No. NH-27-2(42)

Contract No.: 11229

No. of Bidders: 6

Low: Wildish Standard Paving Co., Eugene, OR	$1,406,664.00
2nd: J. C. Compton Contractor, Inc., McMinnville, OR	$1,618,979.50
3rd: Roy L. Houck Construction Company, Salem, OR	$1,630,583.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On July 30, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on July 23, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 4, 7, and 8, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 6 day of August, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Approve an agreement with the Curry County Juvenile Department for landscape work at the Brookings Safety Rest Area. The agreement would be for a maximum amount of $12,000 for a period of one year. (Authorize State Highway Engineer to sign agreement.) (Approved by William Anhorn on August 3, 1992.)

Dated this 6 day of August, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

August 4, 1992

731-0314(12-90)

A

8/26/92

SCENIC BYWAY AGENCY IDENTIFICATION

The Oregon Transportation Commission is hereby identified as the "Scenic Byway Agency" for the purpose of grant management for the Scenic Byway Program. I make this identification based upon authority within the Oregon Revised Statutes.

The Oregon Transportation Commission is identified in the Oregon Revised Statutes as the body responsible for establishing the policies for the operation of the Department of Transportation, and in turn the operation of the state highway system. ORS 184.616, 184.617, 184.618, 184.619, 366.205, 366.215, and 366.220.

The Oregon Transportation Commission is also charged with development of a state transportation policy, ORS 184.618(1) and as being the recipient of all federal funds for highway purposes in the state, ORS 184.617(4). The Commission also has responsibilities for designating scenic and historic highways under ORS 377.100.

Further, the Oregon Transportation Commission has delegated authority to the State Highway Engineer, pursuant to Delegation Order No. 35, Paragraph 63, adopted September 19, 1989, to act on its behalf in the transaction of federal-aid matters with the Federal Highway Administration; this includes application for any grants for the Scenic Byway Program.

Michael P. Hollern 8-7-92

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following action and report this action for your official records:

1) On July 1, 1992, approved a personal service contract with Axis Performance Advisors, Inc., to customize and conduct a "Managing High Performance Teams" course for Department of Transportation employees. This course is to be conducted August 5 through October 7, 1992, at a cost not to exceed $5,212 plus the cost of student materials which would not exceed $20.00 per student for a maximum of 25 students.

Dated this 4th day of August ,1992

Don Forbes
Director

July 24, 1992

731-0314 (10-90)

C

8/26/92

STATE HIGHWAY ENGINEER

QUARTERLY REPORT

DAMAGE TO STRUCTURE CLAIMS

Period from 4/1/92 - 6/30/92

	Number	Dollar Amount
CAO DAMAGE CLAIMS OPENED	133	$ 54,738.52
REVENUE COLLECTED DURING QUARTER		
Full Payments	200	$259,023.50
Partial Payments	136	29,944.44
Total Revenue	336	$ 288,967.94
ABANDONMENTS		
Full Claims	68	$ 33,743.81
Partial Claims	15	4,431.06
Total Abandonments	83	$ 38,174.87
CLAIMS PENDING		
Beginning of Quarter	579	$ 127,596.98
End of Quarter	445	$ 130,517.13

RECEIVED
STATE HWY. ENGR.
Assigned To:
JUL 20 1992
For:
Rough Draft | Act | Info | Direct Reply | File

Prepared by
Laurie A. Hall, Damage Claims Coordinator
Department of Justice
Finance and Government Section

JG001F1A

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On June 2, 1992, signed an agreement with Klamath County covering construction of South Klamath Falls Highway and Washburn Way Project. (Transportation Commission approved November 13, 1990, as part of the Six-Year Highway Improvement Program.)

2) On June 11, 1992, signed Supplement No. 1 to a personal service contract with OTAK, Inc., for on-call field survey services in Region 5. This supplement adds an additional $150,000 and extends the contract completion date to June 1, 1993. (Transportation Commission approved October 17, 1990.)

3) On June 15, 1992, signed a personal service contract with Prodata, Inc., covering maintenance for RIMS system; including program changes, write new programs, training and trouble shooting. This contract is effective July 14 through December 31, 1992, at a cost not to exceed $38,950. (Transportation Commission approved May 21, 1992.)

4) On June 22, 1992, signed Supplement No. 1 to a personal service contract with OBEC Consulting Engineers covering bridge inspection services for Area 9203. This supplement adds an additional $3,806.53 for a new sum not to exceed $494,557.43. (Transportation Commission approved contract on December 17, 1991.)

5) On June 30, 1992, signed an agreement with Metropolitan Service District to continue the transportation planning process in the Portland Urbanized area. This agreement is effective July 1, 1992, through June 30, 1993, at a cost not to exceed $950,630.98. (Transportation Commission approved February 19, 1992.)

6) On July 1, 1992, signed Amendment 6 to a cooperative agreement with the National Oceanic and Atmospheric Administration for a geodetic advisor. This amendment is effective from October 1, 1992, through September 30, 1993. The State is to reimburse NOS $30,200. (Transportation Commission approved September 18, 1990.)

7) On July 1, 1992, signed Supplement No. 1 to a personal service contract with V & A Consulting Engineers, Inc., covering corrosion engineering flexible services on bridge and highway structures. This supplement extends the contract completion date to July 31, 1993. (Transportation Commission approved June 20, 1989.)

8) On July 8, 1992, signed Amendment No. 1 to an agreement with Lower Umpqua Hospital Foundation to purchase rescue equipment to be used in the Dunes area. This amendment extends the contract from July 1, 1992, to January 1, 1993. (Chairman Hollern approved July 1, 1992.)

9) On July 8, 1992, signed an agreement with Tri-Met for project development and right-of-way services covering the Westside Light Rail Project. (Transportation Commission approved November 19, 1991.)

10) On July 8, 1992, signed Supplement No. 2 to an agreement with Metropolitan Service District to continue the transportation planning process in the Portland urbanized area. (Transportation Commission approved June 25, 1991.)

11) On July 10, 1992, signed an agreement with City of Redmond for a comprehensive transportation and environmental study to determine location of a bypass corridor. (Transportation Commission approved January 29, 1991.)

12) On July 20, 1992, signed Supplement No. 2 to a personal service contract with OBEC Consulting Engineers covering bridge inspection services for Area 9203. This supplement adds an additional $66,996.94 for a new total not to exceed $561,554.37. (Transportation Commission approved May 21, 1992.)

13) On July 20, 1992, approved an emergency repair for a slide which occurred July 10, 1992, near M.P. 259 on The Dalles-California Highway No, 4, Route 97, Klamath County. Estimated cost $50,000 to $60,000.

The initial rock fall has been cleared and the highway reopened. However, there was still high potential for continued rock fall. Due to the potential hazard to the traveling public and the possible closure of the highway, I have declared an emergency to exist.

Due to the emergency nature of the situation, time was not available to formally obtain bids.

14) On July 21, 1992, signed a grant agreement with Federal Highway Administration providing $350,000 to fund the Port-of-Entry Advanced Sorting System (PASS) Project. (Transportation Commission approved July 21, 1992.)

Dated this 29 day of July, 1992

William Anhorn
State Highway Engineer

July 24, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Cazadero Slide Correction Section of Clackamas Highway in Clackamas County. Bids received June 11, 1992. Contract No. 11,215 awarded on July 10, 1992, to Elting, Incorporated, Clackamas, at $3,038,186.50 (Schedule B).

2) Work on the U.P.R.R. and Grande Ronde River Bridge Section of the Wallowa Lake Highway in Union County. Bids received June 25, 1992. Contract No. 11,219 awarded on July 10, 1992, to G.T.E. Metal Erectors, Inc., Canby, at $499,659.00.

3) Paving on the Eastside Bypass (Klamath Falls), Phase 1 Section of the Klamath Falls-Malin Highway in Klamath County. Bids received June 25, 1992. Contract No. 11,220 awarded on July 10, 1992, to Klamath Pacific Corp., Klamath Falls, at $1,861,730.50.

4) Work on the Owens Creek Bridge Section of the Ukiah-Hilgard Highway in Umatilla County. Bids received July 23, 1992. Contract No. 11,225 awarded on August 3, 1992, to Weaver Construction Co., La Grande, at $335,430.00.

5) Paving on the Wolf Creek-West Fork Dairy Creek Section of the Sunset Highway in Washington County. Bids received July 23, 1992. Contract No. 11,229 awarded on August 3, 1992, to Wildish Standard Paving Co., Eugene, at $1,406,664.00.

6) Work on the Airport Road-Pacific Highway West Section of the Salmon River Highway in Yamhill County. Bids received on July 23, 1992. Contract No. 11,228 awarded on August 3, 1992, to J. C. Compton Contractor, Inc., McMinnville, at $1,196,943.00.

Dated this 13th day of August, 1992

William Anhorn
State Highway Engineer

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT D	MINUTES OF 8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

July 29, 1992 COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAU, IX PROJECT					
1993 Rideshare Tri-Met	$ 169,863	$146,035	$ 0.00	$ 23,828	6/30/91
FAU PROJECT					
1993 Rideshare Salem-Keizer Area	$ 65,000	$ 65,000	$ 0.00	$ 0.00	7/29/91
FAS-C PROJECT					
Fund Exchange Polk County	$ 263,420	$ 0.00	$247,614.80	$ 0.00	7/22/91

Approved Cam Gilmour

Cam Gilmour, Manager
Program Section

Date 7/29/92

MKS034.PK

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On June 23, 1992, signed an agreement with Deschutes County to replace the Deschutes River (Spring River Road) Bridge. (Transportation Commission approved March 18, 1992, as part of Bridge Replacement Program and Federal Aid Secondary Program.)

2) On July 7, 1992, signed an agreement with City of Springfield covering a new traffic signal at the intersection of Centennial Boulevard at Prescott Street. (Transportation Commission approved July 17, 1990, as part of the 1991-1996 Six-Year Highway Improvement Program.)

Dated this 30th day of July, 1992

Cam Gilmour

Cam Gilmour, Manager
Program Section

July 28, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT E	MINUTES OF 8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On May 29, 1992, rescinded action of July 8, 1991, to revise "STOP" signs at intersection of 6th and "D" Streets in Eastside on the Coos River Highway. (See Through Hwys. & Stop Signs Resolution File Nos. 51 and 54.)

2) On June 2, 1992, approved a parking prohibition on the southwest quadrant of Delaney Road and the I-5 southbound on-ramp (Sunnyside Exit) near city of Salem in Marion County at M.P. 248.37 to M.P. 248.40.

3) On June 12, 1992, approved a revised temporary 55 MPH speed zone order on the Old Oregon Trail in Baker County from M.P. 305.83 to M.P. 314.40. This temporary speed zone remains in effect until no longer required by construction activities and the signs have been removed.

4) On July 6, 1992, approved removal of a traffic signal at the Old Corvallis-Lebanon Highway on the Albany-Junction City Highway (ORE 99E) at M.P. 7.58.

5) On July 6, 1992, approved four-way stop on the Hillsboro-Silverton Highway No. 140 (N. First Street) at "C" Street in the City of Silverton, at M.P. 50.29.

Dated this 30 day of July, 1992

Dwayne Hofstetter, Traffic Engineer

July 24, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

OREGON 212 @ 232ND. DRIVE SECTION OF THE CLACKAMAS-BORING HIGHWAY

6104008	William F. & Maryelle McCamman	Offer:	$ 2,100.00
6104012	William F. & Maryelle McCamman		$ 3,500.00

SISTERS-TUMALO SECTION OF THE MCKENZIE-BEND HIGHWAY

6098029	Norman G. Sterner	Offer:	$ 6,650.00

Dated this 30th day of July, 1992.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

F

8/26/92

DATE: **AUGUST, 1992**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLATSOP COUNTY**: **NECANICUM RIVER-HUG POINT - OREGON COAST HIGHWAY**:
File 10341 - Containing 2,658 Sq. Ft.; $2,350; Approved 7/08/92.

2) **LINN COUNTY**: **ALBANY-JUDKINS POINT SECTION - PACIFIC HIGHWAY**:
Files 31310/31311 - Containing 4.45 Acres; $96,300; Approved 6/30/92.

3) **LINN COUNTY**: **SANTIAM RIVER GRAVEL PIT - ALBANY-LYONS SECONDARY HWY.**:
File 08148 - Containing 21.56 Acres; $18,800; Approved 7/06/92.

4) **MARION COUNTY**: **SILVERTON ROAD-STATE ST. - PACIFIC HIGHWAY**:
File 6027 097 - Containing 6,300 Sq. Ft.; $7,400; Approved 7/06/92.

5) **YAMHILL COUNTY**: **NEWBERG-GEARIN CORNER - HILLSBORO-SILVERTON HWY.**:
File 26314 - Containing 330 Sq. Ft.; $500; Approved 7/07/12.

AGREEMENTS: (35-48)

6) ODOT Agreement No. 11244 with Maypark Irrigation District; to discharge storm water into Maypark's irrigation ditch (Mulholland Slough) for highway project **OLD OREGON TRAIL-ISLAND CITY SECTION - WALLOWA LAKE HWY. (PRIM. HWY. #10)**; Union County; Lump sum amount of $10,000.00 for right to use irrigation system and all future operational and structural maintenance on District's irrigation system; Approved 7/15/92.

7) ODOT Agreement No. RR-1341 with Union Pacific Railroad Company for a temporary easement to temporarily use that portion of the right-of-way of the Railroad at Umatilla OR, M.P. 9.54, near Umatilla; consideration is a one-time fee of $1,500; Approved 7/15/92.

8) Highway Easement Deed from USA, DOT, FHWA for right of way required within the Siuslaw National Forest (under the jurisdiction of Dept. of Agriculture - Forest Service) for the **BERRY CREEK-SUTTON LAKE (BIKEWAY) SECTION - OREGON COAST HIGHWAY**; Lane County; File 6139001; Approved 7/15/92 (Document dated 6/17/92).

9) Highway Easement Deed from USA, DOT, FHWA for right of way required within the Malheur National Forest (under the jurisdiction of Dept. of Agriculture - Forest Service) for the **LONG CREEK-FOX SECTION - PENDLETON-JOHN DAY HIGHWAY NO. 0028**; Grant County; File 58822; Approved 7/16/92 (Document dated 6/17/92).

10) Highway Easement Deed from USA, DOT, FHWA for right of way required within the Umpqua National Forest (under the jurisdiction of Dept. of Agriculture - Forest Service) for the **STUMP LAKE-WINDIGO SECTION - NORTH UMPQUA HIGHWAY NO. 73 (STATE HWY. NO. 138)**; Douglas County; File 6008 014; Approved 7/16/92 (Document dated 6/17/92).

AGREEMENTS: (Continued)

11) ODOT Agreement No. RR–1343; Service Contract No. 92–17; with Southern Pacific Transportation Company; SPTC agrees to reconstruct a portion of crossing to accommodate a 28–foot wide roadway, furnish and install two flashing light signals, and two automatic gate signals; at **GREEN HILL ROAD, LANE CNTY., FINN, PVL NO. CO–653.1**; Estimated cost to State is $104,784; Approved 7/21/92.

12) ODOT Agreement No. RR–1344; Service Contract No. 92–18; with Southern Pacific Transportion Company; SPTC agrees to furnish and install two flashing light signals, and two automatic gate signals; at **MCDANIEL ST., MCMINNVILLE, YAMHILL CNTY., PVL NO. F–735.67**; Estimated cost to State is $105,105.00; Approved 7/21/92.

13) ODOT Agreement No. RR–1345; Service Contract No. 92–19; with Southern Pacific Transportation Company; SPTC agrees to furnish and install one flashing light signal and one automatic gate signal in both NE and SW quadrants of crossing; at **SW 3RD ST., MCMINNVILLE, YAMHILL CNTY., PVC NO. F–734.37**; Estimated cost to State is $109,975.00; Approved 7/21/92.

14) ODOT Agreement No. RR–1346; Service Contract No. 92–20; with Southern Pacific Transportation Company; SPTC agrees to furnish and install two flashing light signals, and two automatic gate signals, reconstruct portion of crossing to accommodate a 28–foot wide roadway; at **TANGENT, DRIVER RD., LINN COUNTY, PVC NO. C–683.2**; Estimated cost to State is $125,359; Approved 7/21/92.

15) ODOT Agreement No. RR–1347; Service Contract No. 92–21; with Southern Pacific Transportation Company; SPTC agrees to furnish and install two flashing light signals equipped with track signs, and two automatic gate signals, and reconstruct a portion of crossing to accommodate a 28–foot wide roadway; at **SHEDD, BOSTON MILL DR., LINN CNTY., C–679.1**; Estimated cost to State is $149,742.00; Approved 7/21/92.

16) ODOT Agreement No. RR–1348; Service Contract No. 92–22; with Southern Pacific Transportation Company; SPTC agrees to furnish and install two flashing light signals, and two automatic gate signals, and reconstruct a portion of crossing to accommodate a 28–foot wide roadway; at **ALFORD, BOND BUTTE RD., LINN CNTY., C–668–9**; Estimated cost to State is $118,624; Approved 7/21/92.

PERSONAL SERVICE CONTRACTS: (35–46)

17) Demolition Contract with Black's Excavating and Hauling for the demolition of a house at 3219 N.E. Stephens St., Roseburg OR; removal of all debris from site; and capping sewer line; File 58744; **HOOKER RD.–ALAMEDA – OAKLAND–SHADY HWY. – DOUGLAS CNTY**; Start Date: 7/02/92; End Date: 8/03/92; $1,900; Approved 7/02/92

18) Memorandum of Increase of cost to original Demolition Contract on File 52846 with LZN Excavating, Inc. (Reported in July, 1992, Pg. 1, Item 7); Tank was 2500 gallon size instead of the 1000 gallon size of original contract; Soil tested revealed oil seepage from the tank necessitating removal of contaminated soil, testing after removal; and backfill; Additional cost $4,555; Start Date: 6/15/92; End Date 6/26/92; Approved 6/15/92.

PERSONAL SERVICE CONTRACTS: (Continued)

19) On Personal Service Contract with Kiewit Pacific Co. reported July, 1992, Item 6, the total cubic yards handled was 2,620 at a total cost of $17,030.

20) Personal Service Contract No. R05296–99–99 with Cascade Earth Services, Ltd. to collect/analyze soil samples, remediate and test soil, off–site sampling, prepare reports to DEQ; **PISTOL RIVER MAINTENANCE SITE – OREGON COAST HWY. – CURRY CNTY.**; Start date: 7/29/92; End date 6/30/93; Cost: $15,924.25; Approved 7/29/92.

21) Demolition Contract No. R08775–99–55 with Al Schattenkirk for removal of mobile home at the old Winston Maintenance Station, and removal of all debris; Start date: 7/28/92; End date 8/13/92; Cost: $850.00; Approved 7/28/92.

22) Demolition Contract No. R59144–99–55 with J & M Ernest for the demolition of single–family residence, outbuildings, and concrete underground fruit cellar located at 58651 Columbia River Hwy., St. Helens OR; Start Date: 7/24/92; End Date: 8/29/92; Cost $3,240.00; Approved 7/24/92.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

BENTON COUNTY:

DIGGER CREEK BRIDGE – ALSEA HIGHWAY:

58566	Jason E. Widmer, Jr. (Release)	$ 1,000	App. 07/06/92

CLACKAMAS COUNTY:

CASCADE HWY. S. @ S. GREENTREE DRIVE – CASCADE HIGHWAY SOUTH:

6038 002	Ishihara U.S.A. Corporation	$ 2,475	App. 06/23/92

OREGON 212 @ 232ND DR. – CLACKAMAS–BORING HIGHWAY:

6104 002	Peter S. & Joan E. Sanford	$ 200	App. 07/08/92
6104 014	Glenn E. & Ruth L. Herz	$ 1,640	App. 06/26/92

MP 23.75–MP 23.95 – WOODBURN–ESTACADA HIGHWAY:

6138 001	W. Gary Deardorff (Lundmark)	$ 6,375	App. 07/24/92
6138 002	Delbert A. Naylor (Armstrong)	$ 300	App. 07/30/92

S.W. JEAN RD.–S.W. MADRONA ST. (LAKE OSWEGO) – LOWER BOONES FERRY RD.:

52335	Calvin E. & Linda G. Laughlin	$ 1,400	App. 07/27/92

COOS COUNTY:

CATCHING SLOUGH BRIDGE – COOS RIVER HIGHWAY:

6083 004	Robert Mitchell	$ 5,550	App. 06/26/92
6083 004	Robert Mitchell Trucking	$ 9,100	App. 06/26/92

GREENWOOD–ELM SECTION – OREGON COAST HIGHWAY:

6087 001	Gordon A. & M. Elaine Joelson (Utility Reloc./power routing)	$ 2,621	App. 07/07/92

Report of Actions Taken Under Delegated Authority
August, 1992 – Page Four

OPTIONS: (Continued)

CURRY COUNTY:

SO. BANK CHETCO RIVER ROAD SECTION – SO. BANK CHETCO RIVER RD. HWY:

6093 010	Frederick E. and Helen Reiling	$ 14,950	App. 07/17/92
6093 012	Tony B. & Yvonne Silva	$ 7,000	App. 06/23/92
6093 013	Irving C. Uhl & Edith E. Uhl, Trustees	$ 3,000	App. 07/08/92

DESCHUTES COUNTY:

BEND PARKWAY:

6118 012	Ken M. & Yvonne I. Simmons; Celeste G. Simmons	$ 64,500	App. 06/29/92

REDMOND–BEND (NORTH UNIT) – THE DALLES–CALIFORNIA HIGHWAY:

6032 033	Raymond H. Foote (Norwood)	$ 53,600	App. 07/23/92

SISTERS–TUMALO – MCKENZIE–BEND HIGHWAY:

6098 040	Delbert Hupp; Barbara Hupp	$ 5,000	App. 06/29/92
6098 060	Elsie Searle Tate	$ 275	App. 06/26/92
6098 051	Robert W. and Ruby M. Muzzy	$ 8,762	App. 06/26/92
6098 061	William D. & Ann Thomason	$ 360	App. 06/26/92

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

6112 037	Donald R. & Dixie Howell	$ 62,301	App. 06/29/92

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE ROAD – MT. HOOD HIGHWAY:

57100	Mt. Hood Corner, Inc.	$ 100	App. 07/08/92
57102	Jack W. & Judith Ann Southard (Siegle)	$ 4,550	App. 07/27/92
57248	Lyle G. Nicholson; Dorothy M. Nicholson	$ 5,200	App. 06/26/92
57152	Bobby & Betty Green; Danny & Kathi Green	$ 800	App. 07/08/97

JACKSON COUNTY:

TRAIL–CASEY STATE PARK – CRATER LAKE HIGHWAY:

56562	Joe F. & Maria L. Machado	$ 5,500	App. 07/30/92
56567	Keith E. & Paula M. Briscoe	$ 430	App. 06/11/92
56594	Charles D. & Deborah J. Millien	$ 1,000	App. 07/16/92

KLAMATH COUNTY:

LAVERNE–SOUTHSIDE BY–PASS – WASHBURN WAY:

59089	William T. Merrill	$ 54,522	App. 06/20/92
59090	Rod J. Owens	$ 11,000	App. **NEED**

OPTIONS: (Continued)
LANE COUNTY:

NOTI-VENETA – FLORENCE-EUGENE HIGHWAY:

6074 006	Luella Hazel	$ 3,225	App. 07/24/92
6074 006	David Montgomery (Crops)	$ 3,475	App. 07/24/92
6074 014	Pamela Helen Tavernier	$ 1,250	App. 07/24/92

LINN COUNTY:

QUEEN AVE.-CORVALLIS/LEBANON HIGHWAY:

56009	NK Lawn & Garden Co.	$ 425	App. 06/29/92

MARION COUNTY:

DMV HEADQUARTERS – LANA AVENUE (CITY STREET):

6152 005	Bob B. & Pamela K. Bowers	$ 46,550	App. 07/06/92

MARKET ST. INTERCHANGE – PACIFIC HIGHWAY (PHASE 1):

6027 082	Kalberer Hotel Supply Company	$ 1,575	App. 07/25/92

SILVERTON RD.-STATE ST. – PACIFIC HIGHWAY (PHASE 2):

6027 009	Bob Barman, Sub Lessee (Improvements)	$ 819	App. 07/06/92
6027 047	Bethel Investments	$ 5,100	App. 07/15/92
6027 055	Walter & Joyce Birkenheier	$ 6,775	App. 07/27/92
6027 090	Lancaster Development Company	$158,200	App. 07/23/92
6027 097	Carles Ray Kook	$ 31,175	App. 07/07/92

WOODBURN NCL-LINCOLN ST. – PACIFIC EAST HIGHWAY:

57984	Dale Chihuly	$ 3,875	App. 07/23/92
57984	Boss Enterprises Inc.	$ 650	App. 07/23/92

MULTNOMAH COUNTY:

242ND DRIVE – 242ND DRIVE (COUNTY ROAD):

6151 006	Jean A. Davis	$ 600	App. 08/04/92
6151 011	Roger M. Belanich	$ 1,900	App. 06/04/92
6151 012	Texaco Refining & Marketing, Inc.	$ 1,700	App. 07/20/92

NE/SE 47TH AVE. & 60TH AVE. – E. BURNSIDE (PORTLAND):

6117 002	Linda E. King (Olmstead)	$ 1,175	App. 03/24/92
6117 007	Nguyen Thi Bigh Van, D.M.D.	$ 700	App. 04/02/92

S.E. 128TH AVE.-S.E. 136TH AVE. – S.E. FOSTER ROAD (COUNTY RD.):

6114 028	Addie K. Benson; Janet L. Benson; Anna M. Jeter, TTEES	$ 1,455	App. 04/07/92

S.E. 242ND DRIVE – 242ND DRIVE (COUNTY ROAD):

6151 007	Khalil E. Barchini	$ 1,800	App. 07/30/92

S.E. BULL RUN ROAD SECTION- S.E. BULL RUN ROAD HIGHWAY:

6123 004	Margie M. Andrews	$ 1,500	App. 02/05/92

F

8/26/92

OPTIONS: (Continued)

UMATILLA COUNTY:

UMATILLA–MCNARY – COLUMBIA RIVER HIGHWAY:

6084 001	Virgie M. Carney	$ 30,000	App. 07/06/92
6084 006	Phillip M. Warren; Shelley L. Warren (Short Stop #2)	$ 12,250	App. 07/06/92
6084 012	Umatilla County	$ 2,100	App. 07/27/92
6084 013	City of Umatilla	$ 9,325	App. 07/06/92

WASHINGTON COUNTY:

BEAVERTON/TUALATIN HWY. @ S.W. WASHINGTON DRIVE – BEAVERTON/TUALATIN HWY.:

6126 006	Samuel A. Ennis	$ 1,500	App. 07/27/92

S.W. CENTER–S.W. 76TH (LRT L S6 & HWY IMPS) – SUNSET HIGHWAY:

6125 005	Robert J. and Holly D. Horvat	$ 80,500	App. 07/24/92

S.W. CENTER–S.W. 76TH (LRT LS6) TRI–MET – SUNSET HIGHWAY:

6133 309	Schubert		
6133 310	Charles A. and Jean R. Dormann	$126,000	App. 07/30/92
6133 311	Parker		

WHEELER COUNTY:

MITCHELL–KEYES CREEK (WEST UNIT) – OCHOCO HIGHWAY:

6067 015	Robert Boothe (Eason)	$ 200	App. 06/29/92

YAMHILL COUNTY:

YAMHILL RIVER–PACIFIC HIGHWAY WEST:

6128 001	Evergreen Agricultural Enterprises, Inc.	$ 13,000	App. 06/29/92

Dated this 7th day of August, 1992

Steven Green, Right of Way Manager

G

8/26/92

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Wildish Standard Paving Contract No. 10767 Acceptance Date: May 29,1992	Delta Park - Marquam Br. Multnomah County
Copenhagen Utilities and Construction,Inc Contract No. 10809 Acceptance Date: May 29,1992	Pacific Hwy. West at S.W Canterbury Lane Washington County
Ross Bros.Construction,Inc. Contract No. 10848 Acceptance Date: May 29,1992	Cascade Hwy.North - Price Fuller Rd. Clackamas County
Babler Bros.,Inc. Contract No. 10952 Acceptance Date: May 29,1992	W.Marquam Interchange - N. Tigard Interchange Multnomah County
Roy L. Houck Construction Co. Contract No. 11048 Acceptance Date: May 29,1992	O.C.I. Access Rd.- Stanton Blvd. Interchange Malheur County
M-R Pierce Construction,Inc. Contract No. 11090 Acceptance Date: May 29,1992	Portland Area "Help" Signs Multnomah,Clackamas & Washington Counties
Acme Concrete Company Contract No. 10717 Acceptance Date: June 16,1992	Poverty Flats Road-Meacham Umatilla County
J.J. Welcome Construction Co.,Inc. Contract No. 10821 Acceptance Date: June 16,1992	Long Creek-Fox Grant County
Elting,Inc. Contract No. 10852 Acceptance Date: June 16,1992	Rock Creek - Anlauf Douglas County

RECEIVED
STATE HWY. ENGR.
Assigned To:
JUN 30 1992
For:
Rough Draft | Act | Info | Direct Reply | File

Coral Construction Co. Contract No. 10987 Acceptance Date: June 16,1992	Shellrock Mountain Hood River County
Baker Rock Crushing Co. Contract No. 11033 Acceptance Date: June 16,1992	S.W. 165th Ave.-S.E. 21st Ave. Washington County
Eagle-Elsner,Inc. Contract No. 11041 Acceptance Date: June 16,1992	N.E. Portland Hwy. at N.E. 121st Place(Portland) Multnomah County
S&K Painting,Inc. Contract No. 11055 Acceptance Date: June 16,1992	Isthmus Slough Bridge Coos County
Dirt and Aggregate Interchange,Inc. Contract No. 11131 Acceptance Date: June 16,1992	MP2.3-MP22.9(Unit 2) Multnomah County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$44,795,066.43	$ 192,785,930.44
Anticipated Costs	$46,171,322.56	$ 195,316,100.72
Percentage Overrun (Underrun)	+3.07%	+1.3%

for Kenneth D. Kennel
Wayne F. Cobine, Manager
Office of Operations
Date 6-28-92

BMW:bmw

DELAUTH

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 92 [July 1]

REGION	11 Months to Date -	+	TOTAL	AVE % by REGION
1	24	13	37	+ 1.9
2	21	4	25	- 3.2
3	20	10	30	+ 1.1
4	14	3	17	- 0.03
5	17	6	23	+ 3.8
TOTAL	96	36	132	+ 1.3

- Projects underrunning Original Authorization
+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

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8/26/92

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
LTM,Inc.dba Lininger Tru-Mix,Inc. Contract No. 10804 Acceptance Date: June 29,1992	Kings Hwy. - Jasper Street (Medford) Jackson County
Weaver Construction Co. Contract No. 10938 Acceptance Date: July 1,1992	Salmon Creek(Oakridge) Br. Lane County
Wildish Standard Paving Co. Contract No. 10960 Acceptance Date: July 1,1992	Hood River - Shogren Hood River and Wasco Counties
Weaver Construction Co. Contract No. 11094 Acceptance Date: July 1,1992	Ladd Canyon - Drinking Fountain Grade Union and Baker Counties
N-B Hatch Co. Contract No. 11127 Acceptance Date: July 1,1992	Sandy E.C.L. Alder Creek Clackamas County
Interstate Coatings,Inc. Contract No. 10916 Acceptance Date: July 21,1992	Columbia River(Astoria) Bridge Clatsop County
K.F.Jacobsen and Co.,Inc. Contract No. 10937 Acceptance Date: July 21,1992	S.E. 223rd Ave.-S.E 242nd Ave.(Gresham) Multnomah County
Baker Rock Crushing Co. Contract No. 10970 Acceptance Date: July 21,1992	U.S. Hwy.26 - Cornell Road Washington County

RECEIVED
STATE HWY. ENGR.
Assigned To:
JUL 28 1992
For:
Rough Draft | Act | Info | Direct Reply | File

J.C.Compton Contractor,Inc.
Contract No. 10972
Acceptance Date: July 21,1992

Forge Road - Lobert(N.Unit)

Klamath County

K.F. Jacobsen and Co.,Inc.

Contract No. 11085
Acceptance Date: July 21,1992

Arterial Street Overlay
Project No.9(Portland)

Multnomah County

Tigard Electric,Inc.

Contract No. 11093
Acceptance Date: July 21,1992

Traffic Loop Repair
Project (Unit 3)

Multnomah and Clackamas
Counties

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$16,804,605.55	$16,804,605.55
Anticipated Costs	$16,345,556.14	$16,345,555.14
Percentage Overrun (Underrun)	-2.7%	-2.7%

for Kenneth D. Kanwood
Wayne F. Cobine, Manager
Office of Operations
Date 7-28-92

BMW:bmw

DELAUTH

G

8/26/92

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 92 [July 1]

REGION	12 Months to Date -	+	TOTAL	AVE % by REGION
1	29	13	42	+ 1.5
2	22	4	26	- 3.6
3	21	11	32	+ 2.2
4	15	4	19	- 1.2
5	18	6	24	+ 3.7
TOTAL	105	38	143	+ 1.0

- Projects underrunning Original Authorization
+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On May 6, 1992, approved an agreement with Lane County to provide fuel, lubication and repair services for vehicle and equipment owned by Highway Division. This is an open-ended agreement effective January 7, 1992, through June 30, 1993.

2) On July 7, 1992, approved an agreement with La Pine Lodgepole Dodgers, Inc., for snow removal at Paulina Lake and East Lake Sno-Parks on Newberry Crater Road in Deschutes County.

3) On July 13, 1992, approved an agreement with Applegate Roughriders Motorcycle Club for the purchase of a work crew support vehicle and trailer. This agreement covers the period June 1, 1992, through January 1, 1993, at a cost not to exceed $9,956.79.

Dated this 30 day of July, 1992

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

July 24, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following actions were taken:

1) On April 2, 1992, approved abandonments of damage claims under $5,000 as follows:

CAO#-LOCATION:	DAMAGE:	AMT.	REASON
89-442/E. Ptld.Fwy. Clackamas Co.	Fence	$ 192.92	Unable to locate
90-035/Denver Av. Multnomah Co.	Bridge	$1,016.41	Filed bankruptcy
90-522/I-84 Multnomah Co.	Guardrail Fence Sprinkler sys.	$ 788.73	Unable to locate
91-092/Pac. Hwy#1 Multnomah Co.	Luminaire Pole	$1,452.72	Negligence unknown
88-171/E. Port. Fwy. Clackamas Co.	Guardrail	$ 136.49	$300 recovered. Balance unable to collect
89-347/Sunset Hwy. #47,Clatsop Co.		$2,161.88	Unable to pursue as driver found not negligent
86-213/Pac. Hwy. #1 I-5/Wash. Co.	Traffic Signal	$ 286.39	Unable to locate
88-338/E.Port.Fwy. Mult. Co.	Light Pole	$1,665.48	Unable to locate
89-242/Col. Rvr.Hwy. I-84/Hood Rvr. Co. M.P. 52.5	Guardrail	$2,520.43	Unable to locate

90-627/Col.Rvr. Hwy. Hood Rvr.Co. M.P.51	Traffic control	$ 142.25	Unable to locate
88-455/Mt. Hood Hwy. #26, Hood Rvr. Co. M.P. 68.23	Bridge rail theft	$ 757.57	Unable to locate
90-074/Pac. Hwy.W #1W/Mult. Co.	Guardrail Concrete barrier	$2,787.87	Claim denied. Liability questionable.
91-383/Hwy.1E Mult. Co.	Bridge	$ 461.98	Unable to locate

Below is a list of old files in which the judgments have expired; which means that all are over 10 years old. Obviously uncollectible at this point, I abandoned: CAO-76-56, 80-309, 80-345, 80-398, 81-62, 81-163, and 81-203.

2) On June 22, 1992, approved a personal service contract with Kramer, Chin and Mayo, Inc., for Willow Creek Floodplain Analysis on the Cornell Road/Sunset Highway Interchange in Washington County. This contract is effective June 22 through September 30, 1992, at a cost not to exceed $9,805.

Dated this 3 day of August, 1992

Don Adams
Region 1 Engineer

July 28, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following actions were taken:

1) On April 6, 1992, approved abandonments of damage claims under $5,000 as follows:

CAO#-LOCATION:	DAMAGE:	AMT:	REASON:
87-171/Woodburn-Estacada Hwy./Marion	Guardrail Co.	$1,677.56	Unable to locate driver
89-577/Pac. Hwy. Marion County	Trfc. cntrl. Cleanup Guardrail	$ 773.82	Settlement offer
89-585/Pac. Hwy. 1 99E/Marion County	Luminaire Pole	$2,273.95	Unable to locate driver
88-422/Pac. Hwy. 1 Linn County	Guardrail	$ 657.91	Bankruptcy No insurance
90-150/Pac. Hwy. 1 Linn County	Attenuator	$ 909.62	Uncollectible
90-675/Salmon Rvr. Hwy/Yamhill County	Bridge rail	$ 688.97	Pro rata share of claim

Below is a list of old files in which judgments have expired; which means that all are over 10 years old. Obviously uncollectible at this point, I abandoned: CAO-80-48, 80-95, 80-117, 80-267, 80-393, 80-451, 80-475, 81-78, 81-146, 81-221, 81-262, and 81-468.

2) On May 19, 1992, approved a letter of understanding with Benton County regarding traffic signal installation on Albany/Corvallis Highway at NE Circle Boulevard (Corvallis).

3) On May 19, 1992, approved a letter of understanding with Benton County regarding traffic signal installation and left-turn refuge on Albany/Corvallis Highway at NE Conifer Blvd. (Corvallis).

Dated this 3rd day of August, 1992

Ken Husby
Region 2 Engineer

July 28, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

1) On July 10, 1992, approved a personal service contract with Intercept Research Corporation to perform a public opinion survey for the Bandon Parkway Project on the Oregon Coast Highway in Coos County. This contract is effective July 17 through September 30, 1992, at a cost not to exceed $3,900.

Dated this 2nd day of August, 1992

Donald R Wagner

Don Wagner
Region 3 Engineer

July 24, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following actions were taken:

1) On April 10, 1992, approved abandonments of damage claims under $5,000 as follows:

CAO#-LOCATION:	DAMAGE:	AMT:	REASON:
89-547/The Dalles-California Hwy. Deschutes County	Trfc.cntrl.	$ 444.73	Negligence questionable
90-115/K.Falls-Lkvw. Hwy.-Klamath County	Bridge hand rail	$ 942.88	Unable to locate

Below is an old file in which the judgment has expired; which means it is over 10 years old. Obviously uncollectible at this point, I abandoned: CAO-79-377.

2) On June 24, 1992, approved Supplement No. 1 to a personal service contract with L.R. Squier Associates, Inc., for preliminary engineering services for Pelton Dam Slide Oregon on Highway Route 26 in Jefferson County. This supplement extends the contract completion date to September 30, 1992.

Dated this 30 day of July, 1992

Dale O. Allen
Region 4 Engineer

July 28, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT L	MINUTES OF 8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following action was taken:

1) On April 3, 1992, approved abandonments of damage claims under $5,000 as follows:

CAO#-LOCATION:	DAMAGE:	AMT:	REASON:
89-705/Old Or. Trl. Hwy./Umatilla Co.	Guardrail Pavement damage	None	No repair costs
90-033/Old. Or. Trl. Umatilla Co.	Guardrail	None	No repair costs
92-005/Weston-Elgin Hwy./Umatilla Co.	Guardrail	$ 239.76	Cannot prove negligence
90-369/Old Or. Trl. Hwy./Union County	Guardrail	None	No costs
91-022/Wallowa Lk. Hwy./Wallowa County	Guardrail	$ 438.79	Unable to locate

Below is a list of files in which the judgments have expired; which means they are now over 10 years old. Obviously uncollectible at this point, I abandoned: CAO-80-406, 81-39, and 81-334.

Dated this 4th day of August, 1992

J. X. Wilson
Region 5 Engineer

July 24, 1992

731-0314 (10-90)

M

8/26/92

TO: Oregon Transportation Commission

FROM: Confirmation Report Of Actions Taken Under Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

On May 13, 1992, approved a personal service contract with Prodata, Inc. to provide DMV with temporary programming help to replace a DMV employee on parental leave. The contract covers the period of May 18, 1992 to July 24, 1992 at a cost of $ 10,000.

On May 27, 1992, approved a personal service contract with Carla Orcutt to translate a German driver training research paper to English. The contract covers the period of June 1, 1992 to August 31, 1992 at a cost of $ 2,000.

On July 6, 1992, approved a personal service contract with Karen McCormack to translate a driver's manual from Norwegian to English. The contract covers the period of July 15, 1992 to October 1, 1992 at a cost of $ 1,250.00.

On July 16, 1992, approved a personal service contract with Gossard-Pyron Associates to provide facilitation services to complete TEAM building for DMV's Management Team. The contract covers the period of July 20, 1992 to June 30, 1993 at a cost of $ 4,500.00.

Dated This 30th day of JULY, 1992

Jane Hardy Cease

Jane Hardy Cease, Administrator
Motor Vehicles Division

N

8/26/92

July 23, 1992

FILE: COMM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Transit Manager Tom Reid interim Mgr.

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Special Transportation Grant. A program funded by Oregon State cigarette tax to provide planning, operating, demonstration and capital grants to providers of special transportation.

Contractor	Contract Amount and Type	Date Signed
Senior Wheels	$ 26,335 capital	July 8, 1992
Shangri-La	$ 57,376 capital	July 8, 1992
Senior Citizens Bus Service	$ 26,000 capital	July 8, 1992
Ron Wilson Ctr.	$ 25,600 capital	July 8, 1992
Oregon Housing & Assoc. Svs.	$ 94,169 capital	July 8, 1992
Mid-Valley Workshop & Rehab.	$ 31,080 capital	July 8, 1992
Open Door	$ 25,600 capital	July 8, 1992
Marie Mills Ctr.	$ 27,632 capital	July 8, 1992
Klamath Basin Seniors	$ 29,400 capital	July 8, 1992
Lane Council of Governments	$ 84,587 capital	July 8, 1992
Central Oregon Council on Aging	$ 84,000 capital	July 8, 1992
ARC of Benton Co.	$ 25,600 capital	July 8, 1992
Opportunity Foundation of Oregon	$ 29,400 capital	July 8, 1992
Basin Transit Service	$ 31,080 capital	July 8, 1992
Tri-Met	$ 225,646 capital	July 8, 1992
Rogue Valley Transit Dist.	$ 59,658 capital	July 8, 1992
Wallowa County	$ 2,784 capital	July 8, 1992
Union County	$ 30,400 capital	July 8, 1992
Umatilla County	$ 27,233 capital	July 8, 1992
Linn County	$ 18,075 capital	July 8, 1992
Josephine County	$ 25,600 capital	July 8, 1992
Grant County	$ 78,165 capital	July 8, 1992
Douglas County	$ 91,920 capital	July 8, 1992
Malheur County	$ 28,000 capital	July 8, 1992

Contractor	Contract Amount and Type		Date Signed
Clatsop County	$ 60,800	capital	July 8, 1992
Lincoln County Council on Aging	$ 58,800	capital	July 8, 1992
Help, Inc.	$ 39,900	capital	July 8, 1992
Linn County	$ 50,000	operating	July 17, 1992
Columbia County	$ 26,554	operating	July 17, 1992
Umatilla County	$ 23,644	operating	July 17, 1992
Union County	$ 20,000	demonstration	July 17, 1992
Lincoln County	$ 19,400	planning	July 17, 1992
Benton County	$ 8,270	planning	July 17, 1992
Tri-Met	$ 33,600	operating	July 17, 1992
Lane Transit District	$ 51,280	demonstration	July 23, 1992
Lincoln County	$ 111,336	demonstration	July 23, 1992

2. Passenger Assistance Techniques (PAT). A program to provide driver training on assisting elderly and disabled passengers.

A. A personal services contract with Marianne McGee to present a pilot class in "Building Trainer Skills", for $750.00. Signed June 5, 1992.

B. A personal services contract with the following individuals to conduct Passenger Assistance Techniques Workshops:

Contractor	Contract Amount	Date Signed
Joan Shimp	Not to exceed $3,600	June 15, 1992
Shelley Dauster	Not to exceed $3,600	June 15, 1992
Dick Kalkofen	Not to exceed $3,600	June 15, 1992
Glen Adams	Not to exceed $3,600	June 15, 1992
David Moffit	Not to exceed $3,600	June 15, 1992
Dolores Patterson	Not to exceed $3,600	June 15, 1992
Marianne McGee	Not to exceed $3,600	June 15, 1992
Teena Stewart	Not to exceed $3,600	June 15, 1992

3. Rural Transit Assistance Program (RTAP). A 100 percent federally funded program to provide training, technical assistance, research and other support services to transportation providers in small cities and rural areas.

A. Provided a scholarship for $1,467.00 to Bill Miller to attend the Community Transportation Association of America's (CTAA) EXPO '92, Kansas City, Missouri, May 19-22. Signed May 8, 1992.

B. Provided a scholarship for $120.00 to Marianne McGee to attend the 1991 Oregon Transit Association Retreat. Signed November 15, 1991.

DHM:syo

cc: Don Forbes
Judy Gregory
Carol Mitchell
Fran Neavoll
John Rist

delegate.aut:shd

REPORT OF CONDEMNATION CASES SETTLED

State v. Carney

L - 9781
R - 6027092

Section:	Silverton Road - State Street
Highway:	Pacific
County:	Marion
State's Deposit:	$19,320
Settlement:	$21,220
Justification:	The state pled $19,320 in its Complaint for the fee taking of 2,345 square feet and a permanent easement of 2,850 square feet. This case settled for $1,900 over and above the pled amount in plaintiff's Complaint. The State's appraiser failed to include a fence which is within the fee taking area and the cost of re-fencing defendant's property in the after condition. The fencing was valued at $1,900.
State's Attorney:	Roger R. Warren

State v. Konovalov

L - 9789
R - 57980

Section:	Woodburn NCL-Lincoln Street
Highway:	Pacific Highway East
County:	Marion
State's Deposit:	$6,600
Settlement:	The State pled $6,600 in its Complaint with fee taking of 1,260 square feet and a permanent easement of 3,300 square feet. The State's taking included a commercial business sign. The case settled for $7,600, $1,000 more than the pled amount. This is a good settlement as the appraiser's comparable sales supported a higher per square foot value than the $3 per square foot assigned by the appraiser.
State's Attorney:	Roger R. Warren

State v. Patterson

L - 9632
R - 57148

Section:	Mt. Hood-Long Prairie
Highway:	Mt. Hood

County: Hood River
State's Deposit: $6,000
Answer: $20,000
Settlement: The State pled $6,000 in its Complaint and offered $7,501 in its 30-Day letter. Defendant answered in the amount of $20,000. Defendants claimed the State's take may damage their septic system, would take their secondary leach line location, many mature pine trees, and damage the aesthetics of the property by allowing power lines to be moved closer to the house. The settlement of $12,100 is a good settlement as the appraisal did not take into account the taking of the secondary leach line. $100 of the settlement is also for easement rights which were not acquired in State v. Patterson.
State's Attorney: Roger R. Warren

State v. Santacroce

L - 9692
R - 57117
Section: Mt. Hood-Long Prairie
County: Hood River
State's Deposit: $4,350
Answer: $16,000
Settlement: $8,500
Justification: The State pled $4,350 in its Amended Complaint and offered $7,501 in its 30-Day letter. Defendant answered in the amount of $16,000. The case settled for $8,500, with no interest. Based on other recent Hood River trials wherein the juries awarded premium land values and damages, this is a good settlement.
Attorney: Roger R. Warren

State v. Schnitzer

L - 9730
R - 6060007
Section: Pacific Hwy West-Edy Scholls
County: Washington
State's Deposit: $87,600
Answer: $400,000
Settlement: $127,001
Justification: The State pled $87,600 in its Complaint and offered $127,001 in its 30-day letter of

offer. The case settled for the State's 30-Day letter of offer amount of $127,001.

Attorney: Roger R. Warren

REPORT OF CASES DISMISSED/OPTIONED

State v. Burton

L - 9785
R - 6099005
Section: Arlington-Cedar Spring Rd. (N. Unit)
County: Gilliam
Amt. of Complaint: $6,400
Option Amount: $6,400

State v. Kightlinger

L - 9770
R - 6082010
Section: 25th St. - Airport Rd.
County: Marion
Amt. of Complaint: $30,550
Option Amount: $29,050
Remarks: Settled by Right of Way

* * * * * * *

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
P	8/26/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

July 15,1992

Pursuant to authority delegated to me, I report tl e following actions for the Transportation Commission's records:

On July 15, 1992 $12,740,607.96 was d:s ributed to the counties as their share of motor vehicle revenues for the month of June, 1992.

On July 15, 1992 $8,094,972.61 was di: ibuted to the cities for the month of June, 1992.
(List of apportionments on file in Commission Fi: s, Salem.)

Dated this 15th day of July, 1992.

Tony Lewis

Tony Lewis, Director
Oregon Department of Transportation

731-0314A (10-90)

MINUTES

OREGON TRANSPORTATION COMMISSION MEETINGS

TOUR
DINNER
SEPTEMBER 14, 1992

FORMAL MEETING
LUNCH
SEPTEMBER 15, 1992

ROSEBURG, OREGON

At 2 p.m., September 14, 1992, the Oregon Transportation Commission and staff met at the Windmill Inn in Roseburg for a tour on a bus from York Tours, Inc., Medford. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Roger L. Breezley, Member
Donald E. Forbes, Director of Transportation
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
Billie Brown, Office Manager of Roseburg, DMV
Don Wagner, Region 3 Manager
Fran Neavoll, Commission Services

There were other staff persons present on the tour.

Chris S. Berquist, City of Roseburg Public Works Director, joined the Commission on the tour.

The following projects were viewed on the tour:

- Motor Vehicles Field Office, 1331 N.E. Cedar Street, Roseburg
- Roseburg Regional Airport
- Hooker Road-Alameda Avenue Section, Oakland-Shady Highway (Scheduled for contracting in September 1992.)

(Continued on next page)

- North Roseburg Interchange, Pacific Highway (I-5) (Project proposed for Fiscal Year 1994 in the new preliminary Transportation Improvement Program.)
- Old Winchester Bridge
- Glasphalt Paving Project, Umpqua Community College Road (Douglas County project)
- North Roseburg, Winchester-Wilbur Industrial Park
- Weighmaster Weigh In Motion Project located on I-5 near Roseburg
- Amacher County Park
- Oakland-Shady Highway at Carnes Road (Highway 99). (Jointly-funded project by State and County)
- Southern Pacific Railroad Overcrossing-Winston (I-5), Coos Bay-Roseburg Highway. (Major part of the funding came from the Immediate Opportunity Fund.)
- Olalla Creek Bridge-Winston Section, Highway 42 (Scheduled in Six-Year Transportation Improvement Program for 1996.)

(Written documentation giving details of each of the above projects in Commission's files, Salem.)

The tour concluded at 5 p.m.

At 7 p.m., September 14, 1992, the Oregon Transportation Commission held a working dinner with local officials at the Sandpiper Restaurant, 1450 N.W. Mulholland Drive, Roseburg. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Roger L. Breezley, Member
Donald E. Forbes, Director of Transportation
Tony Lewis, Manager, Financial Services
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
Don Wagner, Region 3 Manager
Fran Neavoll, Commission Services

There were other staff persons present and eight local officials from Douglas and Jackson Counties, Cities of Roseburg and Medford, and the Umpqua Council of Governments.

Following the introductions after dinner, Dave Leonard, Public Works Administrator from Douglas County told of the experimental recycling project on the Umpqua Community College Road using glasphalt which the Commission had viewed on the tour. He stressed the importance of trying new ideas as the Department could have a role in the multi-use of products. He also showed a video on glasphalt. The dinner meeting adjourned at 8:45 p.m.

On September 15, 1992, the Oregon Transportation Commission held its regular monthly meeting at the Douglas County Museum, 1299 Medford Avenue, Roseburg, beginning at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Donald E. Forbes, Director of Transportation
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
William Anhorn, Deputy Director and State Highway Engineer
Tony Lewis, Manager, Financial Services
Don Wagner, Region 3 Manager
Fran Neavoll, Commission Services

There were other staff persons present.

State Representative Bill Markham, Riddle, welcomed the Commission to Douglas County. He asked that the project at Ten Mile (Olalla Creek Bridge-Winston Section, Coos Bay-Roseburg Highway in Douglas County) be moved up in the Program one or two years. Chairman Hollern replied that the project is scheduled for 1996. (Region Office will review to see if project can be accelerated.)

Vice Chairman Whitty moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2851 in Commission's files, Salem.)

2) Granted fund exchange for the rehabilitation of the North Fork John Day River Bridge and Malheur River (Blacks) Bridge in Grant and Malheur Counties. (Authorized State Highway Engineer to sign the necessary agreements.)

3) Adopted abandonment resolution covering a segment of the former alignment of the Digger Creek Bridge Section on the Alsea Highway in Benton County. (Abandonment Resolution No. 652 in Commission's files, Salem.)

(Continued on next page)

4) Survey map and adopted resolution covering the M.P. 23.75-M.P. 23.95 Section of the Woodburn-Estacada Highway (OR 211) in Clackamas County. (Highway Corridor and Design Resolution No. 503 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Region 4 Engineer	Exhibit G
Chief Weighmaster	Exhibit H
Traffic Safety Section, Interim Manager	Exhibit I
Assistant Attorney General	Exhibit J
Highway Controller	Exhibit K

Mr. Forbes reminded the Commission of the Transportation Symposium scheduled for Friday, September 18, 1992, at the Masonic Temple Grand Ballroom, 1119 S.W. Park Avenue in Portland from 8:30 a.m. to 3 p.m.

The Commission confirmed their next meeting date of Tuesday, October 20, 1992, in Salem at 8:30 a.m.

Mr. Forbes also mentioned the work session scheduled for October 26 and 27, 1992, at the Silver Falls Conference Center.

The Commission tentatively set November 16 and 17, 1992, in Seaside, for their following meeting.

Mr. Forbes recognized the Governor's appointment of Susan Brody as a Transportation Commission member replacing Dave Bolender whose term expired June 30, 1992. Her term of office is July 27, 1992, through June 30, 1996. She was confirmed by the Senate on September 10, 1992.

Mr. Forbes also recognized the Governor's reappointment of Cynthia Ford to the Transportation Commission. Her term of office is July 1, 1992, through June 30, 1996. She was confirmed by the Senate on September 10, 1992.

Chairman Hollern read into the record a Resolution recognizing Dave Bolender's service on the Transportation Commission. Commissioner Ford moved for adoption of the Resolution and the motion carried unanimously by the Commission. (Copy of Commemorative Resolution No. 32 in Commission's files, Salem.)

Mr. Forbes recalled that the new ISTEA established some 24-plus discretionary and demonstration programs providing funding for a variety of new transportation activities. He said the Commission had directed the staff to investigate and pursue only those programs that were consistent with Oregon priorities. Currently he said the Department has applications outstanding for some $30 million of discretionary and demonstration program funds which he outlined as follows:

DISCRETIONARY PROGRAMS

- Discretionary I-4R Program: Requested $13.5 million in 1993 for the Northbound Santiam Bridge.

- Discretionary Bridge Program: Requested $1 million in 1993 for the Cascadia Timber Bridge.

- Federal Lands Highways Program: Requested $5.2 million in 1993 for the Steamboat Creek North Umpqua Highway.

- Scenic Byways Program: Applied for $4 million of Federal Funds for the Tri-State US101 Scenic Byway.

Mr. Forbes explained one of the last minute insertions into the new ISTEA was a prohibition on new billboards being added to any designated scenic byway. He said the Commission designated US101 as a scenic highway for the purposes of Federal Funding. He said when FHWA issued their guidelines on the Scenic Byways Program, a new billboard was defined to include any transfer of existing permitted billboards. If the transfer is allowed of any permitted billboard to US101, or from one location on US101 to another location on US101, the Department would be in violation of Federal law. After consulting with legal counsel, the possible solutions and options are:

1) Attempt to obtain a Congressional legislative remedy suitable to Oregon.

2) Continue discussions with FHWA to try to gain some flexibility in considering what a "new" billboard is.

3) Work with the billboard industry to try to find common grounds for a solution for US101, as well as the entire Scenic Byway Program.

4) Request from the Secretary of Transportation for a waiver concerning possible loss of Federal Funds based on Oregon's unique situation.

(Continued on next page)

5) If the waiver fails, explore the possibility of segmentation of US101 to exclude any cultural development that might be zoned commercial or industrial.

6) Encourage the '93 State Legislature to pass legislation prohibiting the erection of new, or transfer of permits for, billboards to any designated scenic byway.

DEMONSTRATION PROGRAMS

- Operation Lifesaver and High-Speed Rail Corridors: Applied for a grant which provides assistance to States for public information and education programs to reduce accidents and improve driving near railway-highway crossings. It also provides funding to eliminate crossing hazards in up to 5 high-speed rail corridors. A proposal has been submitted in cooperation with State of Washington for a designation of a high-speed rail corridor between Vancouver, British Columbia to Seattle and Eugene.

- Use of Safety Belts and Motorcycle Helmets: Applied for $1.6 million in 1993.

- Alcohol-Impaired Driving Countermeasures: Applied for $1.1 million in 1993.

- Model Intermodal Transportation Plans: Application submitted for one of the six available $500,000 model plan grants.

- Programs, Studies and Activities: Requested funds to implement the results of the strategic highway research program and to continue long-term pavement performance tests.

(Written report in Commission's files, Salem.)

Mr. Forbes told the Commission that when the State agencies did their performance review and the Department examined all functions for reorganization, the potential overlapping of issues between Weighmasters and PUC became apparent. He said the Governor's Task Force flagged the issue for further discussion. He mentioned that the Department and PUC will be providing testimony to the Legislative Committees.

Mr. Forbes recalled that the Commission had approved a two-year Gainsharing Program based on performance measures. He handed the Commission a report covering the period July 1990 through June 1992. The report indicated the following:

Program Savings	$2,684,415
Total Incentives Paid To Employees	$ 785,537
Total Savings Through Improved Efficiency and Effectiveness	$1,800,000
Employees Involved	340 or 7% of total work force
Savings Per Employee Involved	$ 7,895

Mr. Forbes said the key to performance measurement and gainsharing is the ability to automate the reporting process. He recommended the program be delayed one or two years until it is automated with accurate reporting systems and benchmarks have been established. Chairman Hollern said he would support his recommendation but he would like to have a firmer time schedule for implementation. Mr. Forbes commented he would report back at a future meeting with the timeframe. He stated he would need the Commission's approval to proceed with the implementation, the Executive Department's approval to sponsor such a program, and the support of the two unions. (Written report entitled Performance Measurement/Gainshare Pilot in Commission's files, Salem.)

Don Forbes recalled that the Commission had approved on March 17, 1992, a request for Immediate Opportunity Funding in the amount of $58,500 for a turn lane on Highway 207 north of Heppner in Morrow County. He explained that since Contact Lumber delayed their decision on locating a plant in a building owned by Kinzua Corporation, the Highway 207 turn lane project was put on hold. He said as a result of the delay by Contact Lumber in committing to a new operation, Kinzua has decided to accelerate plans of their own to put a finger-joint remanufacturing plant in a portion of the building. Because of the commitment by Kinzua to pursue a project in an economically disadvantaged community, the Economic Development Department is asking support to increase funding in the amount of $126,000 for the necessary highway improvements to make this a reality. He explained because of past confusion surrounding verification and timing of the Contact Project, language will be included in the agreement requiring repayment of the funding if the necessary investment to create the jobs proposed is not made within a reasonable time frame. Chairman Hollern asked that the agreement be written to include repayment to the Department of Transportation of $126,000 with interest. The Commission concurred with Mr. Forbes' recommendation to proceed with the project and authorized the Director to sign the necessary contract.

Mr. Forbes requested approval to seek a qualified consultant to perform on-the-job-training supportive services. The purpose of this contract will be to advance women and minorities through apprenticeship into journey-level status in highway construction projects. He said the services will be for one year with an option to extend for a second year. The contract shall be for one year at a cost of $110,000 with an option to extend for a second year; total amount not to exceed $220,000. Chairman Hollern said that the performance measurements of the previous contract were to be sent to the Commission and he asked again for that summary report. Commissioner Brody moved for approval to proceed with selection of the consultant and to award the contract. The motion carried unanimously and the Commission also authorized the State Highway Engineer to sign the necessary contract documents.

Mr. Meyerhoff recalled that at the August 26 meeting in Bend, the Commission had directed staff to revise the Oregon Transportation Plan document and present it for adoption at this meeting. He asked Dave Bishop to discuss the proposed changes to the Plan.

Mr. Bishop said the comments received at the public hearing in Bend on August 25 have been considered and the written letters received prior to 5 p.m., August 28, have been included in the public record. (Document containing Public Hearing Written Testimony was mailed to the Commission and a copy is in Commission's files, Salem.) He said a list of suggested changes had been mailed, with recommendations for change or response to comments received in the letters. (Copy in Commission's files, Salem.)

Mr. Bishop discussed additional items since the packet had been mailed to the Commission. He said the Medford/Rogue Valley area raised a series of concerns about the Plan and all of their concerns were included in the Plan presented to the Commission in Bend, except for one. In response to their request, he suggested adding the following Action 1H.4 on Page 30, Policy 1H - Financial to read:

> Consider the funding implications of State actions on regional and local transportation services and facilities.

The Commission concurred with the addition. Chairman Hollern said absent comment or question from the Commission can be considered as an approval.

Mr. Bishop referred to a written document containing the proposed policy application amendments and the proposed technical amendments and highlighted some of the major amendments: (Copy of written document in Commission's files, Salem.)

POLICY APPLICATION AMENDMENTS

HANDOUT REFERENCE:

- On Page 1, #2: Page 23 of the Policy Document 1B-Efficiency, Action 1B.2, Mr. Bishop recommended modifying the following sentence as requested by the City of Medford:

  > Road access pricing for major traffic generators taking into consideration adjustments for type of vehicle, volume and time of day.

  The Commission concurred in the modification.

- On Page 1, #4: Page 38 - Aesthetic Values, Mr. Bishop recommended modifying the following Action statements in response to Oregon Tourism Council, League of Women Voters, and Tom Bender to read:

  > Action 2H-1: Include aesthetic considerations in the design, maintenance, and improvement of corridors and rights-of-way for all modes.
  >
  > Action 2H-3: Encourage stronger aesthetic land use controls outside of the rights-of-way involving utilities, billboards, urban design and rural development, directional signs for tourists, unique resources.
  >
  > Commissioner Brody questioned why the words scenic easements were lined out and supported leaving the word "strengthen" and not changing it to "Encourage stronger".
  >
  > The Commission agreed to change the word in Action 2H-3 from "involving" to "including".

- On Page 2, #6: To meet the requests from the Newport area, Mr. Bishop said a number of Action Items have been changed to recognize the Port of Newport as an important deep draft port with a distinction between deep draft ports and major ports of international function. The Commission concurred.

(Continued on next page)

- On Page 3, #7c: The Cascades West Council of Governments requested several changes, including adding a symbol on Maps 2 and 3 for commuter transit service along Highway 99W. Mr. Bishop said the staff response was that the commuter transit service is already noted on 99W from McMinnville to Portland. The Commission agreed not to add the symbol on the maps.

- On Page 3, #8, Intercity Bus--Lincoln City to Seaside: Commissioner Brody inquired why Map 2 omits a service designation on this segment of Highway 101. Mr. Bishop replied that the Plan does not envision sufficient demand for coastal through-service by intercity bus in this location. He said transit services are envisioned to provide local intercity connections on this segment of US101. Mr. Bishop's response was satisfactory to Commissioner Brody.

- On Page 4, #10: Mr. Bishop said the Medford-Rogue Valley area raised a number of issues, specifically requesting that Medford be identified as a intermodal freight center. He mentioned that on Page 69 of the Plan, Statewide Freight Service, Freight Intermodal and Port Minimum Levels of Service, Bullet 2, a sentence was changed to read:

  > Intermodal reload facilities are to be encouraged at other locations as market demands (e.g. Medford, Bend, Salem, Baker City/La Grande, coastal ports).

  Mr. Bishop said on Page 69 of the Plan, Statewide Freight Service, Highway Freight Minimum Levels of Service, Bullet 2, was modified to include Highway 62/140 Rogue Valley to Klamath Falls. He remarked that the truck traffic volumes are similar to the other cities listed.

- On Page 5, Commissioner Brody said the Plan refers to natural gases; however, electricity is not mentioned as a fuel for vehicles. She commented that may be an omission in the Plan because of increased emphasis on production of electrical vehicles. She suggested the following wordage:

  > There are a range of alternative fuels that are likely to be available for vehicles in the future and it is important that the transportation facilities accommodate the infrastructure necessary to support those alternative fuels.

(Continued on next page)

Following discussions, the Commission agreed to reference Commissioner Brody's comments on Pages 19 and 20 of the Plan under Technology-Innovations for Use Today and Tomorrow. The Commission suggested adding the words "electric-powered vehicles" on Page 25 of the Plan, Policy 1D-Environmental Responsibility, Action 1D.1.

- On Page 6, #14, Mr. Bishop said Del Isham and the State Tourism Council specifically requested that tourism be recognized in the introduction of the minimum levels of service on page 65 of the Plan. He recommended that this not be included as identifying a minimum level of service for one particular segment of the economy without specific mention of other major sectors seems inappropriate in this part of the Plan. The Commission concurred.

- On Page 6, #15, Mr. Bishop told the Commission that high speed passenger rail service has been added to the Plan.

  Mr. Forbes asked for clarification on the statement that high speed rail should be mentioned as a tradeoff for a new international airport. After further discussion, the Commission requested that the words "new international airport" be changed to "expanded commercial airport development".

- On Page 7, #17, Mr. Bishop said 1000 Friends of Oregon inquired what would be the process for determining State Transportation Plans' consistency with the Federal ISTEA and OTP requirements. He recommended adding the following sentence to the paragraph in the State Modal and Multimodal Plans and System Management on Page 85 of the Plan:

  > ODOT modal and multimodal plans will include findings showing consistency with relevant OTP goals and policies.

  The Commission concurred with the recommendation.

- On Page 7, #18, State, Regional and Local Planning: Mr. Bishop said on page 87 of the Plan a paragraph has been added after System Management to describe the relationship of the OTP to the 1993-98 TIP and future TIPs.

  Chairman Hollern said he was concerned about the wordage "committed to construction". Following further discussion, the Commission agreed that the wordage be changed to read "will remain in the Program".

(Continued on next page)

- On Page 8, #20, the Commission agreed to add the following sentence on page 97, Evaluation of Planning Progress:

  > ODOT will also review MPO and local government transportation plans for consistency with the OTP as part of the LCDC periodic review process.

- On Page 8, #22, Mr. Bishop said the Oregon Environmental Council urged the Commission to envision for Oregon the replacement of the gas tax by a "marginal cost pricing" system made possible by an electronic tolling technology known as AVI. In order to comply with the request, Mr. Bishop stated a paragraph will be added to the Finance Section of the Policy Element. The Commission concurred.

TECHNICAL AMENDMENTS

- On Page 9, Executive Summary, the Commission modified paragraphs 3 and 4 to read as follows:

  > At the same time, growth pockets on the coast and in central and southern Oregon, especially in the Medford metropolitan area, will lead growth outside of the Willamette Valley. The population in Eastern Oregon will also increase.
  >
  > Increased demands for transportation services will be most prevalent in the fastest growing areas of the State. These areas will be concerned with air quality and energy conservation. New forms of land development will be required to avoid the type of urban sprawl that has reduced the livability of many American cities and limited opportunities for public transit, bicycling and walking.

- On Page 12, #13, the Commission changed the wordage in the paragraph entitled Evaluation of Alternatives Section, Page 62 of the Plan, from $1265 per year per vehicle to "is estimated to be in excess of $1,200 in 1991 dollars".

- On Page 14, #24, Mr. Bishop reviewed the changes regarding planning process and intergovernmental relationships, specifically discussing that the Commission intends to update the Plan every six years. He commented that the Commission may want to add an annual review of the Plan.

  Commissioner Brody said she supported an annual report to the Commission from ODOT staff on the status of the Plan, with the idea that the Commission would not have to formally review the Plan. The Commission concurred that there should be an annual report, provisions made for amendments when the need arises, and a six-year update.

To address the comments made by 1000 Friends of Oregon, Mr. Bishop handed the Commission a memo entitled additional LCDC Goal Findings for the Plan. (Copy of memo from Brian Gregor to Dave Bishop in Commission's files, Salem.) Commissioner Brody was not comfortable adding the wordage to the Findings document. She suggested notifying 1000 Friends that the Department understands the issue, the Commission will talk about it further, and the Commission did not feel prepared to address that in the Findings at this time. Chairman Hollern agreed with Commissioner Brody's comments and said that the Plan can be updated if there is a need.

Mark Ford reviewed the financial requirements as outlined in Table 5. (Copy in Commission's files, Salem.) By adding the high speed rail project into the 20-year part of the plan, the cost estimate has changed. He said according to preliminary needs estimates, implementation of the Preferred Plan will require an additional $18.6 billion in funding over the next 20 years, including local, State, and Federal commitments. He pointed out the financing program for the Transportation Plan is still being formulated and it is planned to present a recommendation on the specific funding program in December 1992. In reviewing Table 5, he said, the estimates under the highway portion cover State, city and county roads, and he asked the Commission if they were comfortable with the breakdown. There was discussion concerning the value of the breakdown. The Commission agreed to eliminate the breakdown since the numbers will change following further refinement by the Roads Finance Study and the needs estimate will be redefined into a target level of funding by the end of December.

Mark Ford said the estimated numbers are based on preliminary funding assumptions which were made in order to describe, develop and evaluate the alternative plans.

There was discussion whether the table should be included in the Plan. Chairman Hollern suggested to include the table, but it should be marked at the top of the page as Preliminary, the figures shown in the table should be rounded to the nearest billion, and clearly state that the numbers will change by the end of the year before it goes to the Legislature.

Chairman Hollern questioned the footnote at the end of the table that said the Roads Finance Study is developing a target at a significantly lower funding level. Mark Ford said he would change the footnote to read: The Roads Finance Study is developing a targeted funding program.

Mark Ford reviewed with the Commission the railroad needs including the high speed rail, marine-ports, aviation, intercity bus, and transit. He gave the Commission examples of the different types of funding for implementation of the Preferred Plan.

Commissioner Brody said she had two concerns on the implementation of the Plan. One concern was how the Plan relates to the Land Conservation and Development Transportation Rule. She mentioned that the Implementation Chapter of the Plan presents guidelines rather than requirements for regional and local governments. She felt this distinction needs further clarification since a series of policies are presented as requirements. She asked for specific direction from the Attorney General on this issue. The second concern was whether this Plan should be adopted as an administrative rule. She felt that it may be appropriate to adopt some segments of the rule.

Chairman Hollern said he would favor adopting the Plan in its present form, but not as a rule at this time. He said in the interim an Attorney General's opinion could be secured and there could be discussion on the coordination with the Land Conservation and Development Department. He suggested focusing on those issues at the November meeting.

Commissioner Ford moved for approval of the Oregon Transportation Plan, including the following:

a) Changes discussed above in the Policy Application Amendments and Technical Amendments Document, including the staff recommendations shown in the document but not discussed.

b) Findings of Compliance with the Statewide Planning Goals.

The motion carried unanimously by the Commission. (Documents consisting of Oregon Transportation Plan, Policy Application Amendments, Technical Amendments, and Findings of Compliance in Commission's files, Salem.)

Chairman Hollern called for a recess at 10:35 a.m. and reconvened the meeting at 10:45 a.m.

Charles J. Possee spoke on behalf of the City of Powers concerning the Powers Road (Highway 242). He explained that the Powers Road is approximately 18 miles in length and is located between Highway 42 and the town of Powers. He said there has been a continual shift on this road in the past few years from logging-related traffic to recreational traffic. His presentation focused on two major areas: safety and tourism. He said the following safety measures need to be considered for the Powers Road: fog lines, guard rails, signing, and realignment. He commented the City recognizes that permanent improvement in areas of continual unstable ground would either be impractical or cost-prohibitive, and the City would like to solicit changes in the road that are more maintenance in nature and reasonable in cost. (Written overview, objectives of the City, and photographs of the highway were presented and are on file in Commission's files, Salem.) Vice Chairman Whitty supported the low-cost improvements, such as fog lines and guard rail.

A delegation from Jackson County consisting of: Joe Strahl, Wes Reynolds, Sue Kupillas, Jackson County; Lee Mills, President of Greenway Creek Foundation; and Mary Jane Koelle of the Bear Creek Greenway Committee appeared concerning the Bear Creek Greenway Program. The delegation requested completion of the Greenway Trail from Ashland to Central Point using the funds allocated under the new Transportation Enhancement Funding (ISTEA). Their request was for $2 million in the Spring of 1993, and $2.5 million in the 1995 Six-Year Transportation Improvement Program. Letters in support of the project were submitted from the Cities of Ashland, Talent, Phoenix, Medford, and Central Point; Jackson County Board of Commissioners, TRADCO, Jackson County Road Committee, Rogue Valley Transit District, Bear Creek Greenway Committee, Bear Creek Valley Sanitary Authority, and Division of State Lands. (Copy of letters in Commission's files, Salem.) The delegation explained that since 1960 Jackson County has played the role of lead agency in the process of planning and land acquisition for the 18.47-mile Bear Creek Greenway Trail. Two segments of trail totaling 7.2 miles are in place and well-used by citizens and visitors. The building of the remaining 11.27 miles of the Greenway Trail will connect the communities of Ashland, Talent, Phoenix, Medford, and Central Point resulting in a tremendous increase in usage. The delegation felt that this trail would serve Jackson County as a transportation enhancement to diversify transportation alternatives and benefit the community and environment. The delegation also indicated that significant matching funds are already committed. (Resolution from Jackson County, Bear Creek Greenway Trail Guide and Coloring Book, ORS 390.250, and an outline of their presentation in Commission's files, Salem.)

Mr. Gilmour explained the process for the Enhancement Funding Program, and he said the current plans are to present a list of recommendations to the Commission in January.

Jeri Kimmel, Council President, City of Roseburg, requested that the Six-Year Program stay on schedule, and she specifically mentioned the North Roseburg Interchange. Her remaining presentation is summarized as follows:

1) Suggested improving Old 99 from the Green area north through the City.

2) Stated that a bridge across the South Umpqua River connecting Portland Avenue to Highway 99 at the south end of Roseburg would benefit Roseburg by taking traffic to I-5.

3) Requested rebuilding of S.E. Stephens Street as a top priority maintenance project.

(Continued on next page)

4) Requested bridge in the Charter Oaks area.

5) Requested project on I-5 that would extend the far-right northbound merge lane all the way across the South Umpqua Bridge to the Garden Valley exit.

Council President Kimmel closed by urging the Commission to look closely at transportation improvements off I-5 that would reduce traffic as well as relieving traffic on Roseburg's congested streets. (Written presentation and photographs in Commission's files, Salem.)

Neal Walker, City of Roseburg, supported Council President Kimmel's request for improving S.E. Stevens Street and he suggested advancing the smaller projects to completion rather than the large-scale projects.

Mayor Bob Cotterell, Mayor, and Steve Johnson, Public Works Department, City of Myrtle Creek, requested the Commission consider a study that would include the Myrtle Creek area interchanges and the feasibility of an interchange accessing their community at Weaver Road. (Letter from City of Myrtle Creek in Commission's files, Salem.)

Don Wagner mentioned that this project was in the Six-Year Program in the Development Section. He said the staff is studying the existing exits from the freeway and the other alternatives can be included as part of that project.

Paul Meyerhoff requested authority to apply for and expend up to $41,000 in the Federal Local Rail Freight Assistance Program Planning Funds. He explained that the applications are due to the Federal Railroad Administration by October 1, 1992, and will provide the majority of the funds required to operate the Department's rail program. He said PUC will contribute an additional 30 percent of the funds. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously. The Commission authorized the Director to sign the necessary application and contract documents.

Paul Meyerhoff requested that the Commission approve funds in the amount of $225,000 for the Portland Region 2040 Study. He explained these funds must be obligated prior to September 30, 1992, which is the end of the current Federal fiscal year. The principal objective of the project is to test and enhance the Metro Transportation Model in the Portland Region 2040 Study. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously. The Commission also authorized the State Highway Engineer or Transportation Development Manager to sign the necessary documents.

Paul Meyerhoff requested authority to accept and expend a grant from the Federal Highway Administration in the amount of $140,000 to obligate the Department to do the Low Speed Weigh-in-Motion accuracy test project. He also requested authority to enter into a personal service contract to provide consultant services, hardware, software, installation and project evaluation. He explained the test will be performed at Wyeth weigh station on I-84 westbound for a project duration of 24 months. He said the funding for this project is from a $140,000 grant and Oregon's contribution will be labor and services. Commissioner Brody moved for approval of the request and the motion carried unanimously. The Commission authorized the Manager of Transportation Development to sign all necessary documents concerning this project.

Tony Lewis said at the last meeting the Commission had asked for information in relationship to bond refunding. He told the Commission that the total costs associated with the refunding is estimated at $632,677 which includes the bond counsel and underwriter's counsel costs. (Written tabulation entitled Estimated Costs of Issuing Refunding Bonds in Commission's files, Salem.)

Mr. Lewis said the Commission had also asked how many bonds could be issued in order to bring Oregon's debt coverage ratio of 18 down to the average of other states, which is 9. He reviewed the following table:

Possible New Bonds at Debt service Ratio of 9

Projected Over 20 Years				
Interest Rates	Possible New Bonds	Average Annual Debt Service	Average Annual Revenues	Debt Service Ratio
5.82%	440,685,000	42,355,176	381,220,000	9.0
6.93%	396,070,000	41,486,870	381,220,000	9.2

Bonds Currently Outstanding
68,280,000

Current Debt Service Ratio
18

Jane Hardy Cease requested approval to go to the November Emergency Board for authorization to enter into a contract with a vendor (or consortium of vendors) to replace the Motor Vehicles Field Office equipment. She said the contract provides for a five-year business partnership to implement a portion of the Information System Strategic Plan, and the authorization will include the additional expenditure of up to $1.95 million during the remainder of the 1991-93 biennium. She explained that this limitation increase will allow the Branch to begin replacement of field office computer hardware before the service agreement on the existing equipment expires. Commissioner Ford moved for approval of the request to appear before the Emergency Board and the motion carried unanimously.

Following Mr. Anhorn's recommendation, Vice Chairman Whitty moved to increase the construction authorization on Contract No. 11,106 for the Tacoma Street Interchange-17th Avenue Connection (Unit 2) on the Pacific Highway East (McLoughlin Boulevard) in Multnomah County by $652,320 (5.5 percent increase). The motion carried unanimously by the Commission.

Bill Anhorn asked for approval to issue a request for proposals for consultant services for field administration of the All-Terrain Vehicle Program. The contract will be for calendar year 1993 with two one-year renewal options. The contract will be written for a maximum amount of $66,000 beginning January 31, 1993, and each contract will be limited to $66,000 per year. Commissioner Brody moved for approval to proceed with the selection of a consultant for the personal service contract, award of contracts, and authority for State Highway Engineer to sign documents. The motion carried unanimously by the Commission.

Chairman Hollern recessed the meeting at 11:50 a.m. and he said the meeting would reconvene after lunch at the Kowloon Restaurant.

At 12 noon, the Transportation Commission had lunch with local officials at the Kowloon Restaurant, 2686 N.E. Diamond Lake Boulevard, Roseburg. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) The same persons were present as at the formal meeting. The luncheon was arranged by the City of Roseburg with six local officials attending the luncheon.

After lunch, Jeri Kimmel, Council President of the City of Roseburg, discussed the following list of projects that the City has or is in the process of working on with the Department of Transportation:

1) Hooker-Alameda Project.
2) Pine Street Reconstruction Project.
3) Integrated Transportation Plan.
4) North Roseburg Growth Management Plan.

(Continued on next page)

5) Commercial Air Service Task Force.
6) Stewart Parkway Traffic Analysis.
7) Garden Valley Boulevard Traffic Study.
8) Landscape Islands.

(Written list of projects in Commission's files, Salem.)

The Commission was addressed by Jim Erwin from the Douglas County Public Works Department on their vegetation control program. The luncheon adjourned at 12:55 p.m.

Chairman Hollern reconvened the formal meeting at 1 p.m. at the Kowloon Restaurant in Roseburg.

Paul Meyerhoff asked Bob Krebs to discuss the Draft Oregon Rail Passenger Policy and Plan document. He said funding was established for this project by the 1991 Legislature under Senate Bill 763. He mentioned a public hearing will be held on the Plan on October 2. A final Plan is scheduled to be presented to the Commission at their October meeting.

Bob Krebs recalled that the process began when a Rail Passenger Plan Advisory Committee was established to provide assistance and support for the Department's staff and consultants in the completion of this project. He said the Plan is to be submitted to the Legislature no later than February 15, 1993. He commented this document outlines a series of improvements which will raise train speeds, increase frequencies, and provide an attractive alternative travel mode to the private automobile. The Advisory Committee voted to recommend to the Commission that the Plan dated August 3, 1992, be adopted and that it be forwarded to the 1993 Legislature. (Copy of Plan in Commission's files, Salem.)

Mr. Krebs said the funding of the Plan and the supporting intercity bus services have been merged into the Oregon Transportation Plan. He stated that the Committee encouraged the Commission to make development of the enhanced rail passenger system a priority issue. The Committee felt the Rail Plan should be implemented at an accelerated rate to achieve the goals of safe 110-125 mile-per-hour speeds and more frequent train schedules based on the following criteria:

- Ability to secure funding.
- Availability of necessary rolling stock, equipment and technology.
- Ability of the market to sustain the service enhancements after the system matures.
- Develop cooperative agreements with the State of Washington needed to implement corridor improvements in the later stages of the Plan.
- Comply with the access requirements of the Americans with Disabilities Act.

Mr. Krebs stated the Committee supported the Transportation and Rail Plans' recommendation that the existing Seattle to Portland Mount Rainier train be extended south to Eugene as the first step in defining the Vancouver, Canada-Seattle-Portland-Eugene High Speed Corridor. He stated that premium hourly intercity bus service between Eugene and Portland should be inaugurated with the train.

Mr. Krebs said there were concerns from some of the Committee members to give the following items more emphasis in the Plan:

- Enhanced passenger train services should be given more consideration as a long-range trade-off to major capacity additions on I-5.

- The rail passenger improvements should first take place in the Willamette Valley.

- A Deschutes/Cascade Route was surveyed to determine the feasibility of providing rail passenger service to Bend and Redmond; however, it is not practical at this time. Central Oregon would best be served by enhanced intercity bus and air carriers.

- The Plan outlines four stages of development which would phase in rail improvements using the existing infrastructure. Since no timeline is suggested by the Plan, the Committee recommended that it would be more beneficial in terms of environment, land use and livability concerns to implement the Plan at a more rapid pace.

(Written recommendations in Commission's files, Salem.)

Cam Gilmour recalled from his last discussion at the August meeting the Commission had raised several issues during their review of the Project Application Handbook covering the Interim Enhancement Program. He handed the Commission a revised handbook that reflected their comments from the last meeting. (Copy of handbook dated September 1992 in Commission's files.) He mentioned this handbook would be used for the interim program (years 1993 and 1994) to identify projects for funding in those two years of the program. In 1995 and beyond, projects would be determined through the Six-Year Program Update process. He reviewed the revised handbook as follows:

- The screening criteria has been explained in more detail.

- A four-page memorandum from the Federal Highway Administration has been added.

(Continued on next page)

- A range has been established for funding levels within each Region as follows:

  $14 million available for the two-year period

Region 1	$3.9 million to $6 million
Region 2	$2.5 million to $3.2 million
Region 3	$3.2 million to $3.78 million
Region 4	$.98 million to $1.68 million
Region 5	$700,000 to $1.5 million

  Mr. Gilmour handed the Commission a chart entitled "Comparison of Region Needs and Program Volume Versus Use Measures". (Copy in Commission's files, Salem.)

  At Mr. Gilmour's recommendation, the Commission agreed to funding the Regions at the minimum allocation with approximately $2.7 million set aside for extraordinary projects on a discretionary basis. Chairman Hollern said if for some reason there is not a qualified project submitted by the Region, that funding would go for the extraordinary projects.

- The Commission concurred with the selection of the ad hoc committee members. (Shown on page 9 in the handbook.)

  Mr. Gilmour explained the Region Office will submit a list of enhancement project priorities to the Program Section by November 30 for further consideration. The Program Section will prepare a list of recommended projects to submit to the ad hoc committee for their review. The recommended list, ad hoc committee comments, and recommendations will be submitted to the Commission for formal approval at the January 1993 meeting.

  The Commission agreed that they would not hear presentations by delegations requesting project funding at the meetings prior to adoption of the interim program. The Commission emphasized that the written application will be the process for consideration of projects.

- The Commission agreed not to make any changes in the ten categories for the enhancement projects. The Commission did not wish to focus on three or four of the most important enhancement activities.

- There was discussion concerning ODOT applying for the enhancement funds. The Commission appeared not to be in support of this concept.

- There was discussion concerning the required matching funds. Chairman Hollern suggested using as a guideline that the minimum local match would be half of the required match with the possibility of the State contributing the other half; however, higher consideration should be given to projects if the local match is more than the minimum half.

The formal meeting adjourned at 1:50 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Commission Services

Roger L. Breezley, Member

The formal meeting adjourned at 1:50 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Commission Services

Roger L. Breezley, Member

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Approve a joint funded agreement with the USGS-Water Resources Division to a maximum cost of $38,200 to each for the purpose of a scour study. This study is needed to determine total continuous scour at bridge piers and foundations. The results will be used to evaluate scour design practices of the Highway Division. (Authorize State Highway Engineer to sign agreement.) (Approved by William Anhorn on July 26, 1992.)

Dated this 30 day of July, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 28, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

1) A personal service contract with Stop Oregon Litter and Vandalism (SOLV) to provide statewide educational emphasis on reducing litter and vandalism of public property. A section of the contract is for $23,000 and includes activities such as community and beach cleanup and teachers' packets. Another section of the contract is for $25,000 and is for the design and printing of a new brochure explaining ODOT's cleanup efforts and encouraging citizen participation. Cost will not exceed $48,000 and contract will terminate June 30, 1993. Bill Anhorn approved August 14, 1992. (Authorize State Highway Engineer to sign the necessary contract.)

2) Grant authorization to enter into a personal service contract to conduct assessment centers for human resource development of Region 5 managers and supervisors. The development assessment of managers is estimated to cost approximately $7,400. The cost for development assessment of remaining Region 5 supervision is estimated at $14,600 - Total cost for assessment is $22,000. Approved by William Anhorn on August 14, 1992. (Authorize Human Resource and Organizational Development Manager to sign necessary contract.)

EXHIBIT A
MINUTES OF 9/15/92

3) Supplement No. 1 to a personal service contract with Judy Struloeff to allow expansion of scope of work to provide physical ability testing for additional units within the Salem Equipment Shop. It is anticipated that this program will lead to statewide physical and drug tests for entry level applicants who work in physically demanding and safety-sensitive areas. Supplement will increase funding by $5,500 to a maximum amount of $15,000. Approved by William Anhorn on August 14, 1992. (Authorize State Highway Engineer to sign necessary supplemental contract.)

4) Interagency agreement with Oregon State University to perform research regarding hot in-place recycling of asphalt pavements. Dr. David F. Rogge of Oregon State University has experience and expertise in this area of research. Cost of study not to exceed $75,000. Cost of contract is limited to $49,990 with Highway Planning and Research Funds. Approved by Thomas D. Lulay on August 15, 1992. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 23 day of August, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

August 18, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On August 5, 1992, verbally approved the termination of Contract No. 11,133 with West Coast Structures for work on the McCord Creek-Starvation Creek Section of the Columbia River Highway in Multnomah and Hood River Counties. Contractor willfully failed to perform the contract according to all of its terms and conditions. (Contractor was notified on August 6 that contract would terminate ten days from notification.)

Dated this 23 day of August, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

August 18, 1992

731-0314 (10-90)

EXHIBIT A
MINUTES OF 9/15/92

Oregon

DEPARTMENT OF
TRANSPORTATION

August 14, 1992

FILE CODE:

TO: Michael Hollern, Chairman
Oregon Transportation Commission

FROM: Paul Meyerhoff II, Manager
Transportation Development Branch

SUBJECT: Cooperative Agreement with the Federal Highway Administration

Request approval to enter into a cooperative agreement with the Federal Highway Administration. Also, authorization is requested to sign the necessary agreements.

The Federal Highway Administration has approved Oregon's participation in the Western States' Transparent Borders project which will study institutional barriers to transparent borders for commercial vehicle operations. Oregon is one of seven states participating in this study which will identify organizational, legislative, regulatory and administrative issues that would impede the application of Intelligent Vehicle Highway Systems (IVHS) technology and identify changes that would be required to resolve the issues.

One hundred percent federal money, available through IVHS funding delineated in the Intermodal Surface Transportation Efficiency Act of 1991, will be used to fund this project. The FHWA will reimburse the State of Washington $35,000 for Oregon's share of the multistate study costs. ODOT will be reimbursed $15,000 for project-related travel and staff expenses of Oregon's working group.

PMII:BF:cal

Approved: Michael D Hollern
Chairman Hollern — 8-26-92 Date

Not Approved: _____
Chairman Hollern — Date

Transportation Building
Salem, OR 97310

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Authorize Traffic Safety Interim Manager to enter into and sign a personal service contract to refine the evaluation design, conduct on-site reviews of selected court locations and provide a final report of the findings for the DUII Diversion Program initiated in Fiscal Year 1991. This contract is included in Project Number J6-92-11-82 in the 1992 Highway Safety Plan and will be paid for with National Highway Traffic Safety Administration Funds. Total amount of the contract will not exceed $20,000.

Dated this 13 day of August, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

August 10, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following action and report this action for your official records:

1) On August 4, 1992, approved Supplement No. 1 to a personal service contract with Axis Performance Advisors, Inc., to customize and conduct a "Managing High Performance Teams" course for the Department of Transportation employees. This supplement adds additional workshops for Region 2 managers, extends the contract completion date to October 15, 1992, and adds an additional $3,192 for a new sum not to exceed $8,404 plus an additional 25 students. (Judy Gregory signed for the Director.)

Dated this 2nd day of Sept., 1992

Don Forbes
Director

August 24, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On July 15, 1992, signed a personal service contract with WAC Corporation to perform aerial photography for preliminary engineering work on project developments. This contract is effective July 15, 1992, through June 30, 1993, at a cost not to exceed $42,500. (Transportation Commission approved May 21, 1992.)

2) On July 15, 1992, signed a personal service contract with Bergman Photographic Services, Inc., covering vertical aerial photography services. This contract is effective July 15, 1992, through June 30, 1993, at a cost not to exceed $42,500. (Transportation Commission approved May 21, 1992.)

3) On July 27, 1992, signed Supplement No. 14 to an interagency agreement with University of Oregon, Oregon State Museum of Anthropology for archaeological data recovery on the Kah-Nee-Ta Junction-Pelton Dam Road Project in Jefferson County. This supplement is effective August 1, through December 31, 1992, and adds an additional $109,670. (Transportation Commission approved July 21, 1992.)

4) On July 27, 1992, approved Work Order No. DTFH71-92-DP92-OR-17 with the Federal Highway Administration for the development and implementation of the Corridor Safety Improvement Program on the Crater Lake Highway near Medford. This Work Order is effective July 27, 1992, through October 1, 1993, at a cost not to exceed $5,000.

5) On July 28, 1992, signed Supplement No. 1 to an agreement with Metropolitan Service District covering traffic analysis work on the Western Bypass Project. This supplement adds an additional $30,000 for a new total not to exceed $109,780. (Transportation Commission approved August 16, 1988, as a part of the Six-Year Highway Improvement Program and continued approval on July 17, 1990, as part of the 1991-96 Six-Year Highway Improvement Program.)

6) On July 29, 1992, signed Supplement No. 2 to a personal service contract with David Evans and Associates, Inc., to provide engineering services to the Roadway Section. This supplement extends the contract completion date to September 15, 1993. (Transportation Commission approved February 20, 1990.)

7) On July 30, 1992, signed an agreement with the City of Stayton for maintenance of the Jordan Covered Bridge. (Transportation Commission approved December 17, 1991.)

8) On July 30, 1992, signed an agreement with Lake Creek Historical Society for repair of the Lost Creek Covered Bridge. (Transportation Commission approved December 17, 1991.)

9) On July 30, 1992, signed Supplement No. 2 to a personal service contract with OTAK, Inc., covering preliminary engineering services for the Banks SCL-Forest Grove NCL Section on Nehalem Highway in Washington County. This supplement extends the contract complete date to September 30, 1993, changes the scope of work, and adds an additional $90,260.29 for a new total not to exceed $603,331.88. (Transportation Commission approved September 19, 1989.)

10) On August 4, 1992, signed an agreement with City of Myrtle Creek for the renovation and inspection of the Horse Creek Covered Bridge. (Transportation Commission approved December 17, 1991.)

11) On August 4, 1992, signed Supplement No. 3 to a personal service contract with CH2M Hill Northwest Inc., covering flexible bridge services. This supplement changes the contract completion date to April 30, 1994, and adds an additional $250,000 to a new sum not to exceed $750,000. (Transportation Commission approved May 21, 1992.)

EXHIBIT C
MINUTES OF 9/15/92

12) On August 13, 1992, signed Supplement No. 3 to a personal service contract with OBEC Consulting Engineers for bridge inspection services in Area 9203. This supplement changes the contract completion date to December 1, 1992, and adds an additional $38,126.99. (Transportation Commission approved April 17, 1991, December 17, 1991, and May 21, 1992.)

13) On August 13, 1992, signed two agreements with Douglas County for inspection and maintenance on Cavitt Creek Covered Bridge and Rochester Covered Bridge. Agreements are effective July 1, 1991, through June 30, 1993, with the following costs: Cavitt Creek Covered Bridge $1,625; Rochester Covered Bridge $12,449 and $1,151. (Transportation Commission approved December 17, 1991.)

14) On August 13, 1992, signed an agreement with Coos County for inspection and maintenance on Sandy Creek Covered Bridge. This agreement is effective July 1, 1991, through June 30, 1993, at a cost not to exceed $6,000. (Transportation Commission approved December 17, 1991.)

15) On August 13, 1992, signed Supplement No. 1 to a personal service contract with S&S Surveying and Engineering covering on-call field survey services for Region 4. This supplement adds an additional $20,000 for a new total not to exceed $70,000. (Transportation Commission approved October 17, 1990.)

16) On August 13, 1992, signed an agreement with Oregon Trail Coordinating Council for design and fabrication of interpretive panels for Oregon Trail kiosks. This agreement is effective August 13, 1992, through July 1, 1993, at a cost not to exceed $200,000. (Transportation Commission approved June 16, 1992.)

17) On August 17, 1992, signed a joint funding agreement with United States Department of Interior-Geological Survey to provide measurement of scour at selected state bridges. Agreement period: July 1, 1992, through September 30, 1993, at a cost not to exceed $38,200. (Chairman Hollern approved July 30, 1992.)

18) On August 18, 1992, signed an inspection and maintenance agreement with Linn County for the Gilkey Covered Bridge Project. Cost is 18,589. (Transportation Commission approved December 17, 1991.)

19) On August 18, 1992, signed an inspection and maintenance agreement with Linn County for the Crawfordsville Covered Bridge Project. Cost is $1,900. (Transportation Commission approved December 17, 1991.)

20) On August 18, 1992, signed an inspection and maintenance agreement with Linn County for the Short Covered Bridge Project. Cost is $30,000. (Transportation Commission approved December 17, 1991.)

21) On August 18, 1992, signed an inspection and maintenance agreement with Linn County for the Hoffman Covered Bridge Project. Cost is $20,000. (Transportation Commission approved December 17, 1991.)

22) On August 18, 1992, signed an agreement for the maintenance funding portion of the following covered bridges: Gilkey, Hannah, Hoffman, Larwood, Shimanek, and Short. Cost is $42,222. (Transportation Commission approved December 17, 1991.) Linn County

23) On August 18, 1992, signed a personal service contract with CH2M Hill Northwest, Inc., covering seismic retrofit prioritization of state bridges. This contract is effective August 18, 1992, through June 30, 1993, at a cost not to exceed $350,000. (Transportation Commission approved August 20, 1991.)

Dated this 1ST day of SEPTEMBER, 1992

William Anhorn

William Anhorn
State Highway Engineer

August 24, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

August 20, 1992

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAU PROJECT					
1993 Rideshare Tri-Met	$169,863	$146,035		$23,828	6/30/92
1993 Rideshare Salem	$ 65,000	$ 65,000			7/29/92
FUND EXCHANGE					
Polk County		$263,420.00	$247,614.80		7/22/92
City of Keizer		$440,000.00	$413,600.00		8/05/92
Yamhill County		$153,650.00	$144,431.00		8/12/92
Douglas County		$1,119,500.00	$1,052,330.00		8/14/92

Approved _____
Cam Gilmour, Manager
Program Section

Date _____

MKS041.th

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On July 22, 1992, signed an agreement with City of Salem covering the Salem Alternative Modes Rideshare Program. (Transportation Commission approved July 17, 1990 as part of Six-Year Highway Improvement Program.)

2) On July 22, 1992, signed an agreement with Douglas County to perform bridge design for the replacement of the Dillard Truss Bridge. (Project approved by State Highway Engineer on June 3, 1992, under delegated authority.)

3) On July 24, 1992, signed an agreement with Polk County covering overlays and improvements of the following county roads: James Howe, Glen Creek, River Bend and Parker Road. (Transportation Commission approved July 21, 1992, as part of the 1992 Surface Transportation Program Funds.)

4) On August 7, 1992, signed an agreement with Josephine County covering installation of a new traffic signal on the Rogue River Highway at Parkdale Drive. (Project approved under delegated authority June 15, 1992, as part of Six-Year Highway Improvement Program.) (Joe Speight signed for Cam Gilmour).

EXHIBIT D
MINUTES OF 9/15/92

5) On August 11, 1992, signed an agreement with Yamhill County covering construction of Meadow Lake Road and Hendricks Road (Carlton Area) Project. (Transportation Commission approved July 21, 1992, as part of the fund exchange program. Donald Aman signed for Program Section Manager.)

6) On August 11, 1992, signed an agreement with City of Keizer covering construction of Phase II of Windsor Island Road-Joan Drive Section of the Lockhaven Drive Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. On August 5, 1992, Joe Speight approved project for Program Section Manager. Don Aman signed for Program Section Manager.)

Dated this 1st day of September, 1992

Cam Gilmour

Cam Gilmour, Manager
Program Section

August 24, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On July 21, 1992, approved a parking prohibition 500 feet north of SW 32nd Street to SE 35th Street (M.P. 142.22) on the Oregon Coast Highway, City of Newport, in Lincoln County.

2) On July 22, 1992, approved a parking prohibition between Jackson and Monroe Streets on the north side of Pacific Highway 99W (Third Street) near City of Lafayette in Yamhill County at M.P. 32.18 to 32.23.

3) On July 22, 1992, approved removal of EMERGENCY PARKING ONLY signs and installing NO PARKING signs from the Sunnyside Exit (Delaney Road), MP 2C 248.43 to 1.1 miles north of Sunnyside Exit MP 249.5 on the east side of the northbound I-5 (Pacific Highway) onramp from the Sunnyside Exit near Salem.

4) On August 3, 1992, approved an agreement between Washington County and Intel Corporation covering construction and installation of traffic signal equipment on S.W. Blanton Street, S.W. 198th Avenue, and Tualatin Valley Highway.

5) On July 29, 1992, approved a parking prohibition from Broadway Avenue to Alder Avenue on Steens Highway No. 442 in the City of Burns in Harney County from M.P. 0.00 to M.P. 0.05.

6) On July 29, 1992, approved removal of a stop sign at Jefferson Street at the couplet with Main Street on the Kings Valley Highway, City of Dallas, in Polk County at M.P. 2.94.

EXHIBIT E
MINUTES OF 9/15/92

7) On August 3, 1992, approved an agreement with City of Tigard covering improvements and installation of a traffic signal at the intersection of Hall Blvd. and S.W. Bonita Road and S.W. McDonald.

8) On August 3, 1992, approved a parking prohibition between Clearlake Avenue and 9th Street in Winchester Bay on the southbound side of Highway 101 in Douglas County at M.P. 215.84 to M.P. 215.90.

9) On August 3, 1992, approved closure of pedestrian crossing and two signal installations with pedestrian-timed programs at Junction of I-82 Southbound on/off ramp and Highway 730 at Umatilla Port of Entry in Umatilla County.

Dated this 1 day of September, 1992

Dwayne Hofstetter, Traffic Engineer

August 24, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

MT. HOOD - LONG PRAIRIE RD. SECTION OF THE MT. HOOD HIGHWAY

57143	Daniel & Kim Juhnke	Offer:	$ 8,700.00
59148	Violet Lape		$ 2,000.00

SE 21ST-SE BASELINE ST. SECTION OF THE TUALATIN VALLEY HIGHWAY

57517	Ron Miller, et al	Offer:	$15,300.00

Dated this 28th day of August, 1992.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following action was taken:

1) On July 25, 1992, abandoned 5 property damage claims totaling $1,271.11. Each claim was less than $5,000. (Detailed information in Commission's files, Salem.)

Dated this 1st day of Sept., 1992

Dale D. Allen
Region 4 Engineer

August 24, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Chief Weighmaster, the following action was taken:

1) On June 23, 1992, approved an agreement with Lane County for loan of weight indicator equipment to be used at 1.5 miles east of Florence on Route 126 for compliance with applicable weight limitations.

Dated this 11 day of August, 1992

Doug Gyllenskog

Doug Gyllenskog
Chief Weighmaster

July 24, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1. On February 21, 1992, approved Personal Service Contract with Mojitaba B. Takallou, University of Portland to conduct a minimum of nine one-day training sessions and arrangements for each by June 30, 1992. The training sessions are based on a program developed by FHWA called "Safety Features for Local Roads and Streets". This contract began on February 15, 1992 and terminates December 31, 1992 at a cost not to exceed $18,000. Approval was given for this contract on November 11, 1991 by Chairman Hollern, which approval is on file in the Commission records. The delegation order also authorizes the Traffic Safety Division Administrator to execute the agreement on behalf of the Commission.
   Traffic Safety Division Contract Number: FHD927002173

2. On January 10, 1992, approved a Personal Service Contract with Diane Penoli covering the attendance of a planning committee meeting of the DUI Summit on January 14, 1992 to provide input on the summit structure, content, and suggested participants from Southern Oregon. This contract began on January 10, 1992 and terminates January 14, 1992 at a cost not to exceed $126.00. Approval was given by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorizing the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement.
   Traffic Safety Division Contract Number: DE922002174

3. On February 18, 1992, approved a Personal Service Contract with Neal McBride, Ed.D., Ph.D. covering a meeting with Troy Costales and Anita Davis on February 19, 1992 to complete an outline of a data workshop in the areas of data types, computations on results, typical statistical mistakes, questionnaire design, and overall scope refinement. This contract began on February 18, 1992 and terminates February 19, 1992 at a cost not to exceed $210.00. Approval was given by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorizing the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement.
   Traffic Safety Division Contract Number: DE922002175

4. On March 24, 1992, approved Personal Service Contract with Francis Caldwell dba "All Your Writing Needs" covering the initial development, curriculum draft, curriculum development and field testing, and final production of final draft (lesson plans, handouts, teacher's guide, instructors guide, and other teacher aids) of the Bicycle Safety Curriculum. This contract began on March 4, 1992 and terminates on June 1, 1992 at a cost not to exceed $4,895.00. Approval was given by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorizing the Traffic Safety Division Administrator to act in its behalf in approving and executing this agreement.
   Traffic Safety Division Contract Number: SS926003176

EXHIBIT I
MINUTES OF 9/15/92

5. On April 29, 1992, approved Intergovernmental Agreements with various Police Departments throughout the state covering instructor training on safety belt and motorcycle helmet enforcement to selected law enforcement officers, enabling them to train other officers throughout the State of Oregon on enforcement techniques and public relations. This contract began on April 29, 1992 and terminates on July 15, 1992 at a cost not to exceed $675.00 each. Approval was given by the Oregon Transportation Commission, by Traffic Safety Division Administrator or by subdelegation to the Assistant Administrator of Office and Personnel Services to act in its behalf in approving and executing this agreement.
Traffic Safety Division Contract Numbers: HB928502177 - HB928502190

6. In May and June, 1992, approved Intergovernmental Agreements with various Police Departments throughout the state covering provision of extra overtime funds for supplemental enforcement of traffic laws throughout Oregon, especially laws for safety belts and motorcycle helmets. This contract began on May 1, 1992 (or on the date when both parties had signed the Agreement, whichever date was later) and terminates on September 30, 1992 (unless otherwise terminated or extended) at a cost not to exceed $3,000 each. Approval was given by the ne Oregon Transportation Commission, by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorizing the Traffic Safety Division Administrator or by subdelegation to the Assistant Administrator of Office and Personnel Services to act in its behalf in approving and executing this agreement.
Traffic Safety Division Contract Numbers: HB928504191 - HB928504246

Dated this 1st day of July, 1992.

Ed Major
Traffic Safety Section, Interim Manager
July 1, 1992

cc: Donald E. Forbes, Director
William Anhorn, State Highway Engineer

EXHIBIT J

MINUTES OF 9/15/92

REPORT OF CONDEMNATION CASES SETTLED

State v. Fair

L - 9737
R - 6032072

Section:	Redmond-Bend
Highway:	The Dalles-California
County:	Deschutes
State's Deposit:	$31,350
Settlement:	$55,000
Justification:	The State pled $31,350 in its Complaint and offered $52,001 in its 30 day Letter of Offer. The defendant claimed the State's take rendered the property useless as the State's taking included the septic system. The county informed the defendant that there are no other areas on the property that a septic system could be located. The settlement of $55,000 and no interest was a good settlement as a jury could easily have awarded the fair market value of the entire property to the defendant.
State's Attorney:	Roger R. Warren

State v. Hyde, David J.

L - 9837
R - 6059027

Section:	Old Oregon Trail-Island City
Highway:	Wallowa Lake
County:	Union
State's Deposit:	$14,000
Settlement:	$16,000
Justification:	Defendant Western Bank foreclosed Defendant Hyde. Defendant Hyde released interest in subject property to bank. Bank accepted State's offer of $16,000.
State's Attorney:	Robert A. Petersen

State v. Kightlinger

L - 9748
R - 6082005

Section:	25th Street-Airport Rd.
Highway:	Salem
County:	Marion

State's Deposit:	$101,000
Answer:	$750,000
Settlement:	$155,000
Justification:	The State pled $101,000 and offered $150,000 in its 30-day letter of offer. Defendants answered in the amount of $750,000. A Plaid Pantry Market was operated on the property. The State is taking 1,640 sq.ft. in fee and 400 sq. ft. as a permanent easement. The State is also controlling access onto Airport Road which eliminates one of Plaid Pantry's access points. Defendants argued that in the after condition Plaid Pantry could no longer continue operating as they had lost a number of parking spaces and could no longer get delivery trucks in and out of the parking lot. Defendants argued that the State's taking changed the highest and best use of the property. Defendants hired Dave Lau, a highly respected appraiser, who appraised the State's taking and easement at $230,000. The settlement of $155,000 is a good settlement as defendants' arguments would be very appealing to a jury.
State's Attorney:	Roger R. Warren

State v. Macpherson

L - 9532	
R - 58331	
Section:	Lake Creek-Pacific Highway
Highway:	Corvallis-Lebanon
County:	Linn
State's Deposit:	$9,450
Answer:	$50,000
Settlement:	$26,000
Justification:	The State pled $9,450 in its Complaint and offered $20,001 in its 30-day letter of offer. Defendants answered in the amount of $50,000. The State's taking included .31 acres from a 75+ acre parcel of property zoned EFU. The defendants' property had a comprehensive zoning overlay which zoned the property as commercial. Defendants demanded commercial value for the taking of the property. The case settled for $26,000, approximately $2 per sq. ft. which is supported by the best comparable sales. This is a good settlement as juries in this area have awarded the top dollar per square foot

possible to defendants in other recent cases.

Attorney: Roger R. Warren

State v. Monteith Equipment Company

L - 9791
R - 58795
Section: N.W. Hooker Rd.-N. E. Alameda Ave.
Highway: Oakland-Shady
County: Douglas
State's Deposit: $15,300
Settlement: $70,001
Justification: The State pled $15,300 in its Complaint. The defendant claimed he was damaged as the State's taking made it impossible to get large delivery vehicles into his business. Defendant agreed to let the State perform a test by driving a large truck in his driveway. The State's test confirmed the defendant's claim. The State offered $70,001 and settled the case.
Attorney: Roger R. Warren

REPORT OF CASES DISMISSED/OPTIONED

State v. Govenor

L - 9845
R - 56556
Section: Trail-Casey State Park
Highway: Crater Lake
County: Jackson
Amt. of Complaint: $600
Option Amount: $2,500

REPORT OF CASES TRIED

State v. Hegele

L - 9744
R - 6059025
Section: Old Oregon Trail

EXHIBIT J
MINUTES OF 9/15/92

Highway:	Wallowa Lake
County:	Union
State's Deposit:	$16,475
Answer:	$80,000
Verdict:	$42,000
Justification:	Review appraiser ($15,175) did not consider loss of parking as a significant damage item. In addition, there was a substantial difference of opinion on the value of the "A" frame office based upon the income approach. It appears the jury simply compromised between the State's appraisal of $25,500 and the defendants' testimony regarding the "A" frame and loss of parking. There is no basis for an appeal.

* * * * * * *

JTT05F44/RW/cr

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	9/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

August 15,1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On August 15, 1992 $9,434,836.58 was distributed to the counties as their share of motor vehicle revenues for the month of July, 1992.

On August 15, 1992 $5,983,780.64 was distributed to the cities for the month of July, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of August, 1992.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION MEETING

OCTOBER 20, 1992

SALEM, OREGON

On October 20, 1992, the Oregon Transportation Commission held its regular monthly meeting in Room 122 Transportation Building in Salem at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Arlene E. Post, Manager, Community and Governmental Relations
Paul Meyerhoff, Manager, Transportation Development
Tony Lewis, Manager, Financial Services
William Anhorn, Deputy Director and State Highway Engineer
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
Fran Neavoll, Commission Services

There were other staff persons present.

Don Forbes joined the meeting at approximately 10:30 a.m. He had attended a news conference in Portland that morning where Gilbert Carmichael, Federal Railroad Administrator, had announced Oregon and Washington would each receive $250,000 to begin preparing for the 125 mile-per-hour high-speed rail corridor between Eugene and Vancouver, British Columbia. The Northwest Corridor is one of five nationwide that will receive Federal funding.

In Mr. Forbes' absence, Bill Anhorn introduced Arlene Post, Manager of Community and Governmental Relations. Ms. Post replaces John Rist, who was Interim Manager, following the resignation of John Elliott.

Vice Chairman Whitty moved and the motion carried unanimously by the Commission approving the following items on the consent calendar:

1) Minutes of August 25 and 26 and September 14 and 15 Commission meetings.

(Continued on next page)

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2852 in Commission's files, Salem.)

3) Special City Allotment Projects for 1993 and authorized State Highway Engineer to sign necessary agreements.

1993 SPECIAL CITY ALLOTMENT PROGRAM

CITY	PROJECTS	REGION	ESTIMATED COST SCA	CITY	TOTAL
1. Athena	3rd(Main St. to S City Limits)	5	$ 25,000	$ 67,000	$ 92,000
2. Aumsville	Olney St.(8th to 11th St.)	2	25,000	20,000	45,000
3. Bandon	11th St.(Franklin St. to Jackson St.)	3	25,000	0	25,000
4. Cave Junction	W River St.(Redwood Hwy to Boundary St.)	3	25,000	0	25,000
5. Condon	East St., Jew St., and Fall St.	4	25,000	0	25,000
6. Depoe Bay	Williams Ave. and Baird St.	2	25,000	18,000	43,000
7. Detroit	Guymoore Dr.(Hwy 22 to Howe St.)	2	25,000	1,000	26,000
8. Drain	Payton Ave.(Cedar to City Limits)	3	25,000	3,500	28,500
9. Dufur	Hogans Alley, Harrison St., Main St., and Akins St	4	25,000	0	25,000
10. Echo	Golf Course Rd.(Hwy 320 to End)	5	25,000	3,000	28,000
11. Estacada	NW 6th Ave.(Wade St. to N. Broadway)	1	25,000	500	25,500
12. Fairview	6th St.(Halsey St. to Cedar St.)	1	25,000	0	25,000
13. Gearhart	Pacific Way(Marion Ave. to Neacoxie Cr.)	2	25,000	5,000	30,000
14. Glendale	Pacific Ave.(Molly St. to First St.)	3	25,000	0	25,000
15. Haines	4th St.(Front St. to School St.)	5	25,000	0	25,000
16. Harrisburg	Burton St.(7th St. to 8th St.)	2	25,000	38,000	63,000
17. Idanha	Mountain Ave.(Willow St. to End)	2	25,000	0	25,000
18. Independence	Stryker Rd.(Hoffman Rd. to Hwy 51)	2	25,000	65,000	90,000
19. John Day	SE Hillcrest Ave.(E Main St. to End)	5	25,000	326,000	351,000
20. King City	SW Royalty PW(SW 116th Ave. to SW Queen St.)	1	25,000	100,000	125,000
21. Lafayette	7th St.(Madison St. to Grade School)	2	25,000	0	25,000
22. Lakeside	N Lake Rd.(8th St. to 6th St.)	3	25,000	0	25,000
23. Lakeview	S 9th St.(S "G" St. to S "M" St.)	4	25,000	55,000	80,000
24. Long Creek	"C" St.(Main St. to Second St.)	5	25,000	5,000	30,000
25. Lostine	S Elizabeth St. (Hwy 82 to End)	5	25,000	0	25,000
26. Manzanita	Ocean Ave.(Surf Ln. to Poysky)	2	25,000	7,000	32,000
27. Maupin	Water Ave.(Bluff St. to Mill St.)	4	25,000	2,000	27,000
28. Metolius	Adams St.(Butte St. to 7th St.)	4	25,000	0	25,000
29. Molalla	Dixon-Hoyt St.(Hwy 211 to Ridings Ave.)	1	25,000	2,000	27,000
30. Oakridge	Rock Rd.(Harris St. to Berry St.)	3	25,000	110,500	135,500
31. Phoenix	First St.(RR Tracks to "B" St.)	3	25,000	27,500	52,500
32. Pilot Rock	NW Cedar(NW Delwood to 5th St.)	5	25,000	25,000	50,000
33. Rainier	Intersection of "C" St. and Wash. Way	1	25,000	15,000	40,000
34. Reedsport	Ranch Rd.(Longwood St. to Frontage Rd.)	3	25,000	7,000	32,000
35. Sandy	Hood St.(Beers Ave. to Scale Ave.)	1	25,000	18,500	43,500
36. Shady Cove	Edgewood Pk. Dr.(Hwy 62 to Park Dr.)	3	25,000	12,500	37,500
37. Spray	Thorn, Park, Pine, and Broadway	5	25,000	0	25,000
38. Sodaville	St. Louis, St. Charles and Pine Streets	2	25,000	20,000	45,000
39. St. Paul	5th St.(Hwy 219 to City Limits)	2	25,000	0	25,000
40. Talent	2nd St.(Wagner Butte Ave. to Wagner Ave.)	3	25,000	15,000	40,000
41. Ukiah	State and Alba Streets(Camas St. to Hwy 244)	5	25,000	0	25,000
42. Union	Arch St.(Hwy 203 to Bellwood St.)	5	25,000	50,000	75,000
43. Warrenton	SW 9th(Ridge St. to Juniper St.)	2	25,000	17,500	42,500
			$ 1,075,000	$ 1,036,500	$ 2,111,500

(Continued on next page)

4) Abandoned claim No. CAO-88-245 in amount of $6,250 for equipment damage on the Pacific Highway (I-5) in Multnomah County. Pacific Power and Light was not responsible for actual damage.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Manager, Human Resource and Organizational Development	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Office of Operations, Maintenance/Construction Manager	Exhibit G
Field Operations Engineer	Exhibit H
Region 1 Manager	Exhibit I
Region 2 Manager	Exhibit J
Region 3 Manager	Exhibit K
Region 4 Manager	Exhibit L
Region 5 Manager	Exhibit M
Engineer of Materials	Exhibit N
Engineering Services Engineer	Exhibit O
Manager, Motor Vehicle and Driver Services	Exhibit P
Manager, Transportation Development	Exhibit Q
Highway Controller	Exhibit R

Arlene Post mentioned that the Silver Falls Work Session will be held on Monday and Tuesday, October 26 and 27, 1992.

The Commission confirmed the following meeting dates in Seaside:

Monday, November 16:
Tour 2 p.m.
Dinner 7 p.m. at the Shilo Inn

Tuesday, November 17:
Formal meeting: Seaside Convention Center, 8:30 a.m.
Luncheon arranged by local officials.

Arlene Post mentioned December 15, 1992, as a date for the Commission's telephone meeting. Chairman Hollern suggested the meeting not be by telephone as he felt it was necessary that the Commission meet in Salem to discuss the forwarding to the Legislature of a financing/legislative package on the Oregon Transportation Plan. The Commission agreed that the December 15 meeting should be in Salem at 8:30 a.m. Chairman Hollern said it could be an abbreviated agenda with the main focus being the Oregon Transportation Plan financing package.

Arlene Post presented the proposed 1993-1994 Commission meeting dates. Commissioner Brody said it would fit her schedule better if the meeting days could be changed from Tuesday to Wednesday. The Commission asked the staff to consider her suggestion and come back at the Silver Falls Work Session with a revised schedule. The staff was also requested to consider Vice Chairman Whitty's comments that the Commission had not met in Medford since 1979.

Mr. Anhorn asked that the agenda item covering the Department's participation in statewide conferences be removed from the agenda. He said this would be discussed later.

The Commission recognized Dave De Marco for an award given to the Equipment and Services Unit by the Department of Environmental Quality and the Oregon Governor's Award for Toxics Use Reduction Program. Mr. Anhorn explained this award recognized their efforts to reduce hazardous materials and the amount of waste sent to landfills.

The Commission also recognized Bret Richards for the President's Modal Award from the American Association of Highway and Transportation Officials. Mr. Anhorn said this award recognizes Mr. Richards' outstanding performance in the transportation field and his contribution and impact on the Westside Corridor Project.

Chairman Hollern presented Ken Evert with an award from the National Association of State Information Resource Executives for the innovative use of technology on the Weigh-in Motion Project.

Mr. Anhorn also mentioned awards received from the Federal Highway Administration in the 1992 Excellence in Highway Design competition as follows:

> Cape Creek Bridge, Oregon Coast Highway, Lane County, Award of Excellence in Category V for Rehabilitation, Reconstruction and Cost Saving Projects.
>
> Alsea Bay Bridge, Oregon Coast Highway, Lincoln County, Award of Merit in Category III A for Major Highway Structures.

In the absence of Judy Gregory, Paul Meyerhoff requested approval to extend the contract with Gossard-Pyron Associates covering teambuilding in the Highway Division for an additional $7,000. Commissioner Ford moved for approval of the request and the motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the necessary supplement.

Paul Meyerhoff requested authority to enter into a flexible services consultant contract(s) to perform traffic engineering work covering the Six-Year Transportation Improvement Program and provide the Regions with other ongoing traffic analysis requests as well as complying with Clean Air Act Amendments. He explained the contract period would end

April 30, 1993, and the cost would not exceed $80,000. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously. The Commission authorized the Transportation Development Branch Manager to sign the necessary contract(s).

Bob Royer gave an informational report on the National Highway System. He explained that ISTEA provides for the establishment of a National Highway System, and each state has been asked to work with local governments to develop a recommendation on its portion of the National System. He told the Commission that a review of the functional classification system for all roads in the State has begun and he discussed some of the issues revolving around the National Highway System. (See white paper in Commission's files, Salem, entitled Development of Oregon's National Highway System.) He commented that Oregon has until April 30, 1993, to submit its proposed National Highway System to the Federal Highway Administration. He presented three maps entitled FHWA Illustrative National Highway System, Oregon's Illustrative National Highway System, and Oregon Tranpsortation Plan Preferred (not on Oregon's illustrative system). (Copies in Commission's files, Salem.) He commented that the Region Managers will be working with local governments and others to formulate a recommended National Highway System for Oregon. After the public meetings are held in early 1993, Commission approval will be obtained prior to submittal to the Federal Highway Administration in April.

June Carlson gave a status report on the Oregon Coast Highway Corridor Study. She said the first phase of the process was the research and inventory which began with a data collection of existing and future land uses, traffic conditions, travel patterns, environmental and scenic resources, input from citizens, local jurisdictions, and affected State and Federal agencies. She explained the second phase of the process is the evaluation framework, which includes a purpose, vision, goals and objectives, and evaluation criteria. She told of the various contacts with the coastal communities to develop the vision, goals and objectives.

Ms. Carlson outlined the purpose and vision statements for the Corridor Study. (Copies in Commission's files, Salem.) She commented the goals consist of process, transportation, resources, community, and economic. (Copies of goals and objectives in Commission's files, Salem.)

Jim Allan, City Administrator of North Bend and representing the Intergovernmental Policy and Coordination Committee, addressed the level of involvement by the local jurisdictions. He said the vision, goals and objectives are a good translation of the feelings of the communities. However, he continued, there are specific needs and each community should be considered individually. He felt it was important that there be an on-going partnership and there is the need to keep the communities informed.

June Carlson outlined the key issues identified during the contacts with coastal communities, as safety, scenic beauty, traffic congestion, balancing local and through traffic needs, alternate routes, business vitality, access, spending tax dollars wisely, and multi-modal considerations.

Tom Bender, Nehalem, appeared and requested changes and an addition to the goals and objectives. (See letter with requested changes in Commission's files, Salem.) He said there needs to be an improvement in the public involvement process, such as participation by individual citizens, as well as local officials, in terms of a partnership. He felt the most important issue that was not included in the goals deals with energy. He also suggested that an appeals process be included and billboard removal be added to the list of design elements in the goals.

June Carlson commented on Mr. Bender's request for an appeals process. She said projects have been built when there is concurrence with the local jurisdictions. She suggested maintaining that reliance on local jurisdictions. She felt that Mr. Bender's requests were more "solutions" than goals and objectives. She said his concerns can be considered in the course of the corridor study in identifying alternative solutions.

Commissioner Brody suggested that Goal Statements 3, 4, and 5 be revised to emphasis that the goals cover planning for the development of a transportation corridor system.

Commissioner Brody noted from the time schedule the next Commission involvement was shown as January 1994. She suggested that a work session be planned with the Commission midway in the process. Chairman Hollern mentioned that a briefing in 1993 would be helpful.

Chairman Hollern said Mr. Bender's issues can continue to be considered in the process. Vice Chairman Whitty had the following comments concerning Mr. Bender's concerns:

a) He felt there was value in Mr. Bender's concerns; however, he was not sure they should be included in the goals and objectives.

b) He felt public accountability should not be an isolated issue that would apply to this corridor study only.

c) He said he wasn't sure that the limiting of Highway 101 as a means of local access would apply to all the communities; he preferred that there be flexibility so each community could look at its situation.

d) He agreed that wordage covering billboard removal should be included; although, he preferred billboard limits rather than banning them all.

Chairman Hollern agreed that energy and transit are broader issues and he felt that the billboard removal is a statewide issue.

Vice Chairman Whitty discussed Economic Objective 5.1 and the Commission concurred that the sentence should read:

5.1 Provide for the movement of goods, services and people to, between, and within coastal communities in support of local and regional economies.

Vice Chairman Whitty said he would like to see proposals on how billboards will be addressed on the coast, and he felt that this issue should be considered in the corridor study.

Commissioner Brody suggested adding under Goal 4.3 on access management the words "and the administrative rules".

Commissioner Brody suggested adding to the Process Goal the wordage that there should be a partnership "among" the jurisdictions.

Subject to the changes discussed, Commissioner Brody moved for endorsement of the purpose, vision statement, goals, and objectives of the Oregon Coast Highway Corridor Study. The motion carried unanimously by the Commission.

June Carlson discussed the following four funding sources for planning, development, and construction on the Coast Corridor:

$1.2 million	80% Federal Highway Planning and Research Funds 20% State matching funds Commission approved funding February 1991 Funds Coast Corridor Study
$162,000	80% 1992 Federal appropriations bill 20% State matching funds State match approved by Commission August 1992 Federal Funds not subject to Oregon's obligation limitation Exclusive for use on US101 Tri-State Feasibility Study
$2.4 million	80% 1992 ISTEA National Scenic Byway Program 20% State matching funds Commission approved State match August 1992 Funds not subject to Oregon's obligation limitation Exclusive use on Tri-State Pacific Coast Scenic Byway Scenic byway designation carries restrictions on outdoor advertising.

(Continued on next page)

$2.4 million (estimated)	80% 1993 Federal Appropriations Bill 20% State matching funds Request for State matching funds not yet presented to Commission Federal Funds not subject to Oregon's obligation limitation
	Exclusive use on Tri-State Pacific Coast Scenic Byway

The Commission agreed with Mr. Anhorn's suggestion that when the Commission has an out-of-town meeting on the coast in 1993, this corridor study would be brought back for an update.

Mark Ford handed the Commission a draft copy of the Oregon Rail Passenger Policy and Plan and Findings of Compliance with the Oregon Transportation Plan. He recalled that these two documents were discussed at the September Commission meeting. He said a public hearing was held on October 2, 1992, for citizen input and no changes were made as a result of that hearing. He asked for the Commission's adoption of the Plan and the Findings of Compliance.

Commissioner Brody said it would be helpful to receive documents prior to the meeting so she has sufficient time to review the material. Commissioner Brody also felt there should be a policy cited in the Rail Passenger Policy and Plan document. Chairman Hollern suggested delaying action to allow time for the Commission to review the Findings of Compliance paper, and for the staff to seek the concurrence of the Land Conservation and Development Commission and to prepare a policy statement for the document.

Mr. Ford said the designation by the Federal Railroad Administration of the high speed rail corridor from Eugene to Vancouver, B.C. will provide some of the funding to accomplish one of the goals in the Rail Plan.

Mark Ford asked for the Commission's approval to amend the Oregon Transportation Plan before it is printed. He handed the Commission pages 63 and 64, Evaluation of the Alternatives; page 65, Table 4; page 102, Investment Requirements; and Table 5, Preliminary Comparison of Plan Alternatives. (Copies in Commission's files, Salem.) He mentioned that the Roads Finance Study had prepared a total needs estimate but had not determined a target program to the types of investment needed to carry out the Plan. He discussed Table 5 and the 20-year preferred plan for highways shown as $26.3 million. He said previously the number in the Plan was $37 billion which was the total needs estimate. He stated the Roads Finance Committee has worked on targeting that figure and this is the appropriate figure to go into the Plan. He said on Page 102 of the Investment Requirements, the percentage was changed from 72% to 57% of additional funding for roads, streets and highways. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously by the Commission amending the Oregon Transportation Plan as discussed by Mr. Ford.

Paul Meyerhoff requested the expenditure of $130,000 to develop a public information program on transportation and land use. He explained this project will develop a handbook for use by local governments and a public information program consisting of a combination of video and slide programs and supporting written materials for presentations to a variety of groups. He said ODOT would fund $130,000 and Department of Land Conservation and Development and Department of Environmental Quality would fund the remaining $32,000. Commissioner Brody moved for approval of the request and granted the Manager of Transportation Development to select the consultant, award and sign the contact on behalf of the Department. The motion carried unanimously.

Jane Hardy Cease recalled that the Commission gave their approval for an appearance before the November Emergency Board for authorization to enter into a contract with a vendor (or consortium of vendors) to immediately begin replacement of DMV's field office equipment before maintenance support for that equipment is withdrawn, and to increase DMV's expenditure limitation for the 1991-93 biennium. She said the Emergency Board has since cancelled its November meeting, and it is scheduled for the December meeting.

Wes Taylor from DMV explained the purpose of the Request for Proposal. He said it is to hire a contractor (a technology partner) to provide hardware, software (except licensing applications), network/data communications, maintenance and support, and training for five years. He commented proposals were received on September 28; four finalists have been chosen; and a contractor will be selected on November 6. He said plans are to have the Field Office Systems replaced between January-June 1993. He discussed the partnership and preparatory costs for the Field Office replacement as follows:

• Proposal costs for 91-93 biennium	$ 1.2 M	to	$ 2.6 M
• Removing current field equipment and rewiring for new computers			.1 M
Total expenditure for 91-93 biennium	$ 1.3 M	to	$ 2.7 M*

* $1.8 M is currently in DMV's ending balance earmarked for this purpose.

In response to Chairman Hollern's inquiry, Ms. Cease replied she would be accountable for the project. Subject to Emergency Board approval, Vice Chairman Whitty moved to authorize the Manager of Driver and Motor Vehicle Services to select the contractor, award and sign the contract. The motion carried unanimously.

Jane Hardy Cease gave a report on the joint Motor Vehicles/Department of Environment Quality pilot vehicle registration renewal project. She explained Jackson County residents will be able to renew vehicle registrations at the DEQ Rogue Valley Inspection and Maintenance Station if the car passes the emissions test. The customer can write one check to pay for the renewal and emissions fees. She commented if the pilot test works, other locations and services will be considered.

Bill Anhorn requested approval to amend OAR 734-20-070 to reduce the daily fee for parking permits in winter recreation parking areas from $2.00 to $1.50. The annual permits would remain at $9.00. He said this change was recommended by the Winter Recreation Advisory Committee as there is a balance of approximately $1.8 million with annual expenditures and revenues of approximately $700,000. He said the Committee believes the account balance has grown too high and should be reduced through a fee reduction. The proposed rule was published in the Secretary of State's Administrative Rule Bulletin on September 1, 1992, and no comments or requests for a hearing were received. During the meeting today, he said he received an objection from the Parks Department, which has been resolved. Commissioner Ford moved for amending the rule and the motion carried unanimously by adopting Administrative Rule No. 120D. (Rule in Commission's files, Salem.) The amendment was filed with the Secretary of State on October 20, 1992, and will be published in their Administrative Rule Bulletin on December 1, 1992.

Bill Anhorn requested replacing the Burns Junction-M.P. 98.65 Section Project with the Idaho State Line-Jordan Valley Section, a pavement reconstruction project in Malheur County. He said both projects are on the I.O.N. Highway in Malheur County and total cost for the reconstruction project is $5,020,000. He said this substitution is necessary because a recycle/overlay project constructed two years ago on the Idaho State Line-Jordan Valley Section is failing. He explained that maintenance costs will increase significantly if the section is not reconstructed. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreement.

Following Mr. Anhorn's recommendation, Commissioner Ford moved to increase Contract No. 10,992 for the Sawtell Road-M.P. 29 Section of the Salmon River Highway in Polk County by $156,800 (10.5 percent increase). The motion carried unanimously by the Commission.

Mr. Anhorn requested approval to enter into a flexible service contract for architectural services to prepare plans and specifications for maintenance station capital construction projects and capital improvement projects. He said the total amount of the contract would not exceed $125,000 and would expire on December 31, 1995. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously for the State Highway Engineer to proceed with the selection of the consultant, award and sign the contract.

Mr. Adams recalled that the Department had participated in the acquisition of the Springwater Trail Corridor in Gresham. He presented a plaque to Chairman Hollern received from the Cities of Gresham and Portland at the dedication on October 3, 1992, in appreciation for the Commission's initiative and action toward the preservation of this corridor.

On behalf of Tri-Met, Mr. Adams invited the Commission to participate in a celebration at 185th and Baseline Road on October 21, 1992, at 11:15 a.m. covering the full funding agreement on the Westside Light Rail Project.

Don Adams presented a request to enter into a consultant contract for architectural services for the new headquarters office building in Region 1. He explained the full-service architectural contract will be for the preliminary design, contract plans, and specifications for construction of the Region 1 headquarters office building.

Mr. Adams explained the need for a new Region 1 headquarters facility was identified over 10 years ago. The existing facilites are becoming antiquated and costly to repair and maintain. Also, the staff is spread out in various buildings, causing inefficiency and lost time traveling between offices.

Mr. Adams said the amount of this contract would not exceed $450,000 and the Department does not have the staff to develop the architectural plans and specifications. He mentioned the project was approved in the Capital Construction Limitation in the 1991-93 biennium. He explained the State-owned Ambler Road site on 82nd near I-205 presents the best option at this time for the new building. He indicated he would work with brokers until December to see if there is an existing site that is better than the Ambler Road site. If none are received, the consultant process will continue for a site on Ambler Road.

Chairman Hollern asked for a cost benefit analysis report. He said he would like a report from the architect on the type of building and materials, and the cost justification relative to private sector alternative investments. Commissioner Brody asked what the plans were for providing alternative modes of travel. She was concerned that transit was adequate to encourage its usage and how that interfaces with the number of bicycle and vehicle parking spaces being provided for the employees.

Commissioner Ford moved for approval of the contract and the motion carried unanimously authorizing the State Highway Engineer to proceed with the selection of the consultant, award, and sign the contract.

Chairman Hollern called for a recess at 11:15 a.m., and he reconvened the meeting at 11:20 a.m.

Don Adams gave an update on the status of the Westside Light Rail and related highway improvements on the Sunset Highway and Highway 217, which included the contracting schedule for the various construction projects. He assured the Commission that Oregon contractors would have bidding opportunities and there would be an active DBE Program, as required by House Bill 2128. He told the Commission that as construction begins there will be severe impacts on US26 traffic, both east and westbound. He said in response to the anticipated construction-related congestion and capacity reduction in the corridor, a traffic management plan was prepared.

Claude Sakr, Region 1, briefed the Commission on the traffic management plan, which is estimated to cost $6 million over five years (1993-97), funded equally by the State and Tri-Met. He said during construction of the Westside Corridor Project and the associated highway improvements, sections of the Sunset Highway will experience the following:

- Travel lanes will be narrowed to 11 feet.
- Shoulders will be reduced to 2 feet.
- Travel lanes will be realigned.
- Extensive construction activity adjacent to the highway.
- The carrying capacity of a two-lane section will be reduced by 800 to 1,000 vehicles in the peak hour.

Mr. Sakr showed graphs which outlined the hourly traffic 6 a.m. to 8 p.m. westbound on the Sunset Highway and the traffic volume by hour of day on the Sunset Highway (east of Highway 217). He also presented a tabulation of the Westside Corridor principal roads westbound peak hour (p.m.) capacities and existing traffic volumes. He told of the anticipated impact on the alternate routes if the reduction of the corridor is not addressed to ensure that travel demand and capacity remain in balance. He outlined the traffic management strategies to reduce construction impacts as follows:

- Maintain the capacity of Sunset Highway (keep lanes open).
- Manage the flow of traffic on the alternate routes by:

  a) Modifications to intersections to increase turning capacity;
  b) Signal improvements to reduce signal delay and backups.

- Demand reduction by promoting flextime and telecommuting, carpool program with incentives, and express bus service with incentives.
- Strong marketing and communication plans to reach commuters and keep the public informed.

In closing, Mr. Sakr reviewed the traffic management plan budget summary. (Copy in Commission's files, Salem.)

(Continued on next page)

The Commission approved the Traffic Management Plan and granted authority for the staff to carry out the Plan, including working with Tri-Met on the funding issues. (Copy of written presentation by Claude Sakr in Commission's files, Salem.)

Mr. Anhorn commented that the Department has a contract with SOLV covering a statewide litter and vandalism campaign. Jack McGowan, Executive Director of Stop Oregon Litter and Vandalism, was present and told of ODOT'S partnership with his organization. He mentioned the following programs which are possible through partnerships with corporations and volunteer assistance: neighborhood, beach, and illegal waste site cleanups, proposed joint brochure on cleanup efforts in Oregon, and distributing educational materials dealing with the problems of litter and vandalism.

Mr. Anhorn advised the Commission that with the beginning of elk season, he will be extending the time studded tires can be used from October 24 through April 30, 1993. He mentioned the Commission had previously granted him the authority to take this action.

Andy Cotugno, METRO, briefed the Commission on Region 2040, which is a three-year planning effort in the Portland metropolitan area that will culminate in a 50-year plan to accommodate growth while maintaining livability and economic prosperity. He explained that during Phase 1 surveys were conducted, public meetings were held, and hundreds of people in the region were interviewed. From the information collected about what the region's future could be and what citizens wanted it to be, he said growth alternatives depicting various urban forms have been developed as follows:

- Concept A: Continue with current policies
- Concept B: Growing inside the urban growth boundary
- Concept C: Communities growing at the edge

Mr. Cotugno said a fourth concept may be considered that would continue past practices and a high rate of VMT growth that is outpacing the population growth.

Mr. Cotugno discussed how each alternative affects transportation, other values, and the tradeoffs. He also mentioned the relationship between Region 2040 and the Oregon Transportation Plan.

Mr. Cotugno stated that as a part of Phase II METRO will evaluate the growth alternatives on the basis of how they affect transportation, air quality, economic development, natural resources, recreation opportunities, neighborhood livability, public facilities and services. He mentioned that the public will also have an opportunity to comment on the concepts before they are selected for detailed evaluation. (See newspaper entitled Region 2040 Shaping the Choices For Growth in Commission's files, Salem.)

Chairman Hollern adjourned the formal meeting at 12:25 p.m.

The Commission had lunch at 12:30 p.m. in the Director's Office following the Commission meeting. Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Don Forbes, Director of Transportation
William Anhorn, Deputy Director and State Highway Engineer
Paul Meyerhoff, Manager, Transportation Development
Mark Ford, Manager, Policy and Strategic Planning
Fran Neavoll, Commission Services

Don Forbes updated the Commission on the proposed high-speed rail corridor between Eugene and Vancouver, British Columbia, in which Oregon will receive special Federal Funding in the amount of $250,000 this year, with potential funding over five more years to be determined. The goal of the program is to eventually increase top train speeds to 125 MPH through safety improvements.

Mark Ford discussed the schedule of key dates involving the financing of the Oregon Transportation Plan. There was discussion concerning public and private sector support for the financing plan, which should occur prior to the Commission's adoption at the December 15 meeting. Chairman Hollern said there will be a meeting of the Oregon Transportation Plan Steering Committee on December 14.

There was discussion concerning the Oregon Transportation Plan Non-highway Unmet Needs and the Funding Strategy Options. It was agreed that the funding strategy discussion would continue at the Silver Falls Work Session on October 26 and 27.

The discussion concluded at 1:25 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Fran Neavoll
Commission Services

Roger L. Breezley, Member

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Request for authorization to enter into a sole source contract with Golder Associates to perform additional subsurface investigation and design recommendations on Rocky Point Viaduct Section of the Oregon Coast Highway in Curry County for the Bridge Section. Cost is $50,000. Golder has a unique understanding and knowledge of this project as they performed the subsurface investigations for this project. It was decided in a recent meeting with FHWA that additional boring is needed to obtain accurate data for the design of the shafts. The data should allow bidding to be more accurate and should reduce the potential for claims from encountering unknown soil conditions. The Rocky Point Viaduct Section Project was approved by the Oregon Transportation Commission as a part of the 1993-1998 Six-Year Highway Improvement Program. (William Anhorn approved August 27, 1992. Authorize State Highway Engineer to sign necessary contract.)

Dated this 4TH day of SEPTEMBER, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

August 31, 1992

731-0314(12-90)

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - MARKET STREET INTERCHANGE (SALEM) SECTION

County: Marion — Highway: PACIFIC (I-5)
Type of Work: Grading, Structure, Paving, Signing, Illumination, & Signals — F.A. No. IM-NH-5-5(124)256

No. of Bidders: 11 — Contract No.: 11230
Low: Ross Brothers & Company, Inc., Salem, OR — $4,881,501.97
2nd: Weaver Construction Company, La Grande, OR — $4,886,205.00
3rd: Wildish Standard Paving Co., Eugene, OR — $4,980,931.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#2 - LOOKINGGLASS ROAD & WINSTON ROAD (ILLUMINATION) SECTION

County: Douglas — Highway: COOS BAY-ROSEBURG (OR-42)
Type of Work: Illumination — F.A. No. HES-14(41)

No. of Bidders: 7 — Contract No.: 11231
Low: L. R. Brabham, Inc., Springfield, OR — $44,934.00
2nd: Lantz Electric , Inc., Pleasant Hill, OR — $45,582.00
3rd: Cherry City Electric, Inc. dba Hamilton Electric, Salem, OR — $46,898.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#3 - GREEN SPRINGS HIGHWAY @ TOLMAN CREEK ROAD (ASHLAND)

County: Jackson — Highway: GREEN SPRINGS (OR-66)
Type of Work: Traffic Signals — F.A. No. HES-15(16)

No. of Bidders: 4 — Contract No.: 11232
Low: Schoolhouse R Electrical Construction, Ashland, OR — $89,905.00
2nd: Cherry City Electric, Inc. dba Hamilton Electric, Salem, OR — $94,630.00
3rd: Benton Electric, Inc., Albany, OR — $95,532.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Ashland.

#4 - BURNT RIVER (HEREFORD LOOP ROAD) BRIDGE #01C18 SECTION

County: Baker
Type of Work: Grading, Paving, & Structure
Highway: HEREFORD LOOP RD
F.A. No. BROS-0100(18)

Contract No.: 11233

No. of Bidders: 4

Low: Weaver Construction Company, La Grande, OR	$123,318.00
2nd: Co-Bridge, Inc ., Bend, OR	$133,323.00
3rd: JAL Construction, Inc., Bend, OR	$144,414.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Baker County and receipt of deposit from the County.

#5 - SISKIYOU STATION INTERCHANGE AND COLESTIN SECTION

County: Jackson
Type of Work: Barrier, Signs, & Illumination
Highway: PACIFIC (I-5)
F.A. No. STP-5-1(122)004

Contract No.: 11234

No. of Bidders: 1

Low: Coral Construction Company, Wilsonville, OR	$219,578.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#6 - HILLSBORO - SILVERTON HWY. @ WOODLAND AVENUE (WOODBURN) SECTION

County: Marion
Type of Work: Grading, Paving, & Signs
Highway: HILLSBORO-SILVERTON (OR-214)
STATE PROJECT (IOF)

Contract No.: 11235

No. of Bidders: 8

Low: Morse Bros., Inc., Lebanon, OR	$313,029.00
2nd: North Santiam Paving Co., Stayton, OR	$328,171.78
3rd: Kizer Excavating Co., McMinnville, OR	$349,991.05

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the City of Woodburn and receipt of deposit from the City.

#7 - RIVERGATE - NORTH PORTLAND ROAD (PORTLAND) SECTION (PHASE I)

County: Multnomah
Type of Work: Grading

Highway: NORTH MARINE DRIVE
F.A. No. IX-9962(3)

No. of Bidders: 13	Contract No.: 11236
Low: Landworks Northwest, Inc., Vancouver, WA	$333,729.10
2nd: Elting Incorporated, Clackamas, OR	$367,617.00
3rd: N-B Hatch Company, Portland, OR	$389,782.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit from the City.

#8 - TRAIL - CASEY STATE PARK ENTRANCE (WEST UNIT) SECTION

County: Jackson
Type of Work: Grading, Structures, Paving, & Signing

Highway: CRATER LAKE (OR-62)
F.A. No. STP-13(23) & FH-17-1(4)

No. of Bidders: 13	Contract No.: 11237
Low: M. L. Houck Construction Co., Inc., & Fabricators, Inc., Ajv, Salem, OR	$4,025,130.90
2nd: James W. Fowler Co., Dallas, OR	$4,055,991.00
3rd: Hamilton Construction Co.(Oregon), Springfield, OR	$4,063,048.85

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On September 4, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on August 27, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, 3, 4, 5, 6, 7, and 8, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 11 day of September, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

A
10/20/92

Oregon

DEPARTMENT OF
TRANSPORTATION

memo:

DATE: September 4, 1992

FILE CODE:

TO: Michael Hollern, Chairman
Oregon Transportation Commission

FROM: Paul Meyerhoff, Manager
Transportation Development Branch

SUBJECT: Assessing Oregon's Transportation Demands

Request permission to apply for, receive, and expend $50,000 in Highway Planning and Research funds from the Federal Highway Administration for information designed to assess customer needs. Authorization to enter into a Personal Service Contract at a cost not to exceed $50,000. Grant authority for me to sign all necessary agreements and contracts.

Information

New federal legislation, as you know, calls for more flexibility than in the past. We believe it is important to assess the views of Oregonians on current and future transportation needs.

If your approval is granted, the Transportation Development Branch, working closely with an internal steering committee and a professional consulting firm, will design and implement a survey that will assess such needs, establish a benchmark which can be revisited to track progress, and also conduct new fields of inquiry.

The initial survey, if approved, will be conducted between the November General Election and the Christmas holiday season. Results will be tabulated, analyzed and explained by the end of the current calendar year.

c: ODOT Management Team
Robert G. Clour, FHWA
John Elliott
Fran Neavoll

Approved: _____ 9-7-92
Chairman Hollern Date

Not Approved: _____ _____
Chairman Hollern Date

- 10,958 -

731-0146 (12-90)

Transportation Building
Salem, OR 97310

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

1) An intergovernmental agreement with Chemeketa Community College to provide training to local agencies for cave-in protection and competent person training. The specialized skills, knowledge and resources needed to present such a training course are not available within the Department. Chemeketa is prepared to present seven offerings of this course at various locations throughout the State for $32,061. (Bill Anhorn approved September 2, 1992. Authorize State Highway Engineer to sign the necessary agreement.)

2) An agreement with Coos County to provide law enforcement services in the Oregon Dunes National Recreation Area. The total cost of this project is estimated at $51,852. The Division 's share of this cost is $37,000 or 71 percent of the documented project costs whichever is less. The All-Terrain Vehicle Account Allocation Committee has recommended this project for funding. (Approved by William Anhorn on September 2, 1992. Authorize State Highway Engineer to sign necessary agreement.)

Dated this 11 day of September, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

September 9, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organizational Development, the following action was taken:

1) On July 24, 1992, approved a work experience contract with the Confederated Tribes of Siletz covering job training and partnership in highway maintenance activities. Contract period: July 1, 1992, through June 30, 1993.

Dated this 23rd day of Sept, 1992

Judy Gregory
Manager, Human Resource and Organizational Development

September 22, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organizational Development, the following action was taken:

1) On July 27, 1992, approved a personal service contract with Shirley A. Eads for legislative training courses. These courses will be held on August 4 through November 11, 1992, at a cost not to exceed $9,000.

Dated this 4th day of September, 1992

Judy Gregory

Judy Gregory
Manager, Human Resource and Organizational Development

August 24, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Lane County Line-Odell Lake Maintenance Section of the Willamette Highway in Klamath County. Bids received July 23, 1992. Contract No. 11,221 awarded on August 7, 1992, to Fisher Land Company dba Oakridge Sand & Gravel, Inc., Oakridge, at $1,472,151.00.

2) Work on the Market Street Interchange Section of the Pacific Highway in Salem, Marion County. Bids received August 27, 1992. Contract No. 11,230 awarded on September 14, 1992, to Ross Bros. & Company, Inc., Salem, at $4,881,501.97.

3) Illumination on the Lookingglass Road and Winston Road Section of the Coos Bay-Roseburg Highway in City of Winston, Douglas County. Bids received August 27, 1992. Contract No. 11,231 awarded on September 11, 1992, to L.R. Brabham, Inc., Springfield, at $44,934.00.

4) Traffic signal on the Green Springs Highway at Tolman Creek Road in Ashland, Jackson County. Bids received August 27, 1992. Contract No. 11,232 awarded on September 11, 1992, to Schoolhouse R Electrical Construction, Ashland, at $89,905.00.

5) Work on the Burnt River Bridge Section of Hereford Loop County Road in Baker County. Bids received August 27, 1992. Contract No. 11,233 awarded on September 11, 1992, to Weaver Construction Co., La Grande, at $123,318.00.

6) Work on the Siskiyou Station Interchange and Colestin Section of the Pacific Highway in Jackson County. Bids received on August 27, 1992. Contract No. 11,234 awarded on September 11, 1992, to Coral Construction Company, Wilsonville, at $219,578.00.

7) Work on the Hillsboro-Silverton Highway at Woodland Avenue in Woodburn, Marion County. Bids received on August 27, 1992. Contract No. 11,235 awarded on September 9, 1992, to Morse Bros., Inc., Lebanon, at $313,029.00.

8) Work on the Rivergate-North Portland Road Phase 1 Section of North Marine Drive in Portland, Multnomah County. Bids received August 27, 1992. Contract No. 11,236 awarded on September 11, 1992, to Landworks Northwest, Inc., Vancouver, WA, at $333,729.10.

9) Work on the Trail-Casey State Park (West Unit) Section of the Crater Lake Highway in Jackson County. Bids received August 27, 1992. Contract No. 11,237 awarded on September 14, 1992, to Fabricators Incorporated and M. L. Houck Construction Co., Inc., A Joint Venture, Salem, at $4,025,130.90.

Dated this 23RD day of SEPTEMBER, 1992

William Anhorn

William Anhorn
State Highway Engineer

September 21, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On July 30, 1992, signed a personal service contract with J. Richard Forester to develop administrative rules for Highway Plan policy. This contract is effective August 24, 1992, through February 28, 1993, at a cost not to exceed $40,000. (Chairman Hollern approved February 29, 1992.)

2) On August 13, 1992, signed Supplement No. 4 to a personal service contract with HDR Engineering, Inc., covering flexible services for the Bridge Section. This supplement extends the contract completion date to April 30, 1994, and adds an additional $250,000 for a new total not to exceed $750,000. (Transportation Commission approved contract on November 13, 1990, and additional funds on May 21, 1992.)

3) On August 13, 1992, signed Supplement No. 2 to a personal service contract with Wilsey and Ham Pacific covering preliminary and construction services for Columbia City N.C.L.-Warren Section of Lower Columbia River Highway in Columbia County. This supplement adds $53,277.24 for a new total not to exceed $1,268,884.44. (Transportation Commission approved September 19, 1989.)

4) On August 14, 1992, signed a grant agreement with the Federal Highway Administration for analysis of the pile-soil-nailed wall interaction for the Swift-Delta Interchange Project. The cost is $24,350. (Chairman Hollern approved research project on June 25, 1992.)

5) On August 18, 1992, signed a personal service contract with Kittelson and Associates, Inc., for Westside Corridor Traffic Engineering Analysis. This contract is effective August 18, 1992, through August 1, 1993, at a cost not to exceed $21,750. (Transportation Commission approved May 21, 1992.)

6) On August 25, 1992, approved a joint resolution with Salem-Keizer Area Transportation Study Policy Committee certifying their transportation process.

7) On August 27, 1992, signed Supplement No. 1 to a personal service contract with Judy Struloeff covering employee physical ability testing to include employees in the Salem Equipment Shop. This supplement is effective September 1, through November 30, 1992, and adds an additional $5,500 for a new total not to exceed $15,000. (Chairman Hollern approved August 23, 1992.)

8) On August 27, 1992, signed Supplement No. 1 to a personal service contract with Jeanne Lawson and Associates covering public involvement services on the Westside Corridor Project of the Sunset and Beaverton-Tigard Highways in Washington and Multnomah Counties. This supplement adds an additional $15,000 for a new total not to exceed $50,000. (Chairman Hollern approved December 18, 1991.)

9) On August 27, 1992, signed Supplement No. 3 to a personal service contract with Mayer/Reed covering flexible services for landscape architecture. This supplement adds $30,000 for a new total not to exceed $105,000 and extends the contract completion date to September 1, 1993. (Transportation Commission approved February 20, 1990, and additional funds on May 21, 1992.)

10) On August 27, 1992, signed Supplement No. 2 to an agreement with Curry County covering construction of the South Bank Chetco River Road Project. (Project was approved by State Highway Engineer on July 11, 1989.)

11) On August 28, 1992, approved a takeover agreement with Employers Insurance of Wausau regarding Contract No. 11,133 with West Coast Structures, Inc., for the McCord Creek-Starvation Creek Section of Columbia Highway in Multnomah and Hood River Counties. West Coast Structures defaulted in completion of work and by letter dated August 6, 1992, ODOT terminated West Coast's right to proceed with the work and tendered to Wausau completion thereof.

12) On September 1, 1992, signed Supplement No. 1 to a personal service contract with CH2M Hill Northwest Inc., for preliminary engineering services on West 11th-N.C.L. (Eugene) Section of Beltline Highway in Lane County. This supplement adds an additional $83,355.49 for a new total not to exceed $1,073,355.49. (Transportation Commission approved September 18, 1990.)

13) On September 4, 1992, signed an agreement with Association of Oregon Counties regarding the distribution of State tax funds to various counties. (Transportation Commission approved June 16, 1992.)

14) On September 11, 1992, signed an interagency agreement with Oregon State University for research of hot in-place recycling of asphalt pavements at a cost of $49,990. (Chairman Hollern approved August 23, 1992.)

15) On September 14, 1992, signed Supplement No. 1 to a personal service contract with OBEC Consulting Engineers covering preliminary engineering services on the Cogswell Hill Slide Repair Section of McKenzie Highway in Lane County. This supplement extends the contract completion date to June 15, 1993. (Chairman Hollern approved April 24, 1992.)

16) On September 17, 1992, signed an agreement with Coos County to provide law enforcement services in the Oregon Dunes National Recreation Area. Time period: August 1, 1992, through July 1, 1993. Cost is not to exceed $51,852. State's share is $37,000. (Chairman Hollern approved September 11, 1992.)

Dated this day 23RD of SEPTEMBER, 1992

William Anhorn
State Highway Engineer

September 22, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

September 22, 1992 COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
Linn County Selected City Street		$ 964,867	$ 906,974.98		8/21/912
Benton County Several County Roads		$ 394,107	$ 374,461.00		9/8/92
Multnomah County Cornelius Pass Road		$ 582,989	$ 548,010.00		9/18/92

Approved Cam Gilmour
Cam Gilmour, Manager
Program Section

Date 9/23/92

MKS034.PK

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

October 5, 1992 COM

Among the requirements of the Intermodal Surface Transportation Efficiency Act of 1991 is that the statewide Transportation Improvement Program include all projects funded through the Federal Lands Highway Program (FLHP). When the program was assembled for adoption by the Oregon Transportation Commission these projects had not been identified. The projects shown in the attached memorandum are those that will be funded in 1993 and 1994 under the FLHP on Indian Reservation Roads, the Forest Highway Portion of Public Lands Highways, and Park Roads and Parkways.

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6). I approved the attached list of projects.

Approved by Cam Gilmour August 12, 1992.

Approved _____
Cam Gilmour, Manager
Program Section

Date 10/5/92

SS005.PK.PK

731-0314A(12-90)

FEDERAL LANDS HIGHWAY PROGRAM TIPS

FOR

FHWA REGION TEN

July 1992

Federal Lands Highway Office
Washington, D.C.
HFL-11

- 10,969 -

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10/20/92

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Memorandum 10/20/92

31-Jul-92

MASTER INDEX OF FEDERAL LANDS HIGHWAY PROGRAM TIPS BY STATE
23 U.S.C. 204

FHWA Region	State/Territory	Program Category		
		Forest Highway Portion	Indian Reservation Roads	Park Roads and Parkways
1	Connecticut	No	No	No
	Maine	Yes	Yes	Yes
	Massachusetts	No	No	Yes
	New Hampshire	Yes	No	No
	New Jersey	No	No	Yes
	New York	No	Yes	Yes
	Puerto Rico	No	No	Yes
	Rhode Island	No	No	No
	Vermont	Yes	No	No
	Virgin Islands	No	No	Yes
3	Delaware	No	No	Yes
	District of Columbia	No	No	Yes
	Maryland	No	No	Yes
	Pennsylvania	Yes	No	Yes
	Virginia	Yes	No	Yes
	West Virginia	Yes	No	Yes
4	Alabama	Yes	No	Yes
	Florida	Yes	Yes	Yes
	Georgia	Yes	No	Yes
	Kentucty	No	No	Yes
	Mississippi	Yes	Yes	Yes
	North Carolina	Yes	Yes	Yes
	South Carolina	Yes	No	Yes
	Tennessee	Yes	No	Yes
5	Illinois	Yes	No	Yes
	Indiana	Yes	No	Yes
	Michigan	Yes	Yes	Yes
	Minnesota	Yes	Yes	Yes
	Ohio	Yes	No	Yes
	Wisconsin	Yes	Yes	Yes
6	Arkansas	Yes	No	Yes
	Louisiana	Yes	No	Yes
	New Mexico	Yes	Yes	Yes
	Oklahoma	Yes	Yes	Yes
	Texas	Yes	Yes	Yes
7	Iowa	No	Yes	Yes
	Kansas	No	Yes	Yes
	Missouri	Yes	No	Yes
	Nebraska	Yes	Yes	Yes
8	Colorado	Yes	Yes	Yes
	Montana	Yes	Yes	Yes
	North Dakota	No	Yes	Yes
	South Dakota	Yes	Yes	Yes
	Utah	Yes	Yes	Yes
	Wyoming	Yes	Yes	Yes
9	Arizona	Yes	Yes	Yes
	California	Yes	Yes	Yes
	Hawaii	No	No	Yes
	Nevada	Yes	Yes	Yes
	Guam	No	No	No
	American Samoa	No	No	No
10	Alaska	Yes	Yes	No
	Idaho	Yes	Yes	No
	Oregon	Yes	Yes	Yes
	Washington	Yes	Yes	Yes

FOREST HIGHWAY (FH) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1993

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: OREGON

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount($000)	Contracting Agency	Priority
JEFFERSON	FH 96	PFH 96-1(1), HAYSTACK RESERVOI	MP 1.8-3.8	REC, 2.0 MI,GR,DR,BS	750	FHWA/WFLHD	MED
TILLAMOOK	FH 155	PFH 155-1(1), BLAINE RD	MP 10.8-14.7	REC, 3.3 MI WIDEN,GR,DR,BS,PV	2,400	FHWA/WFLHD	HIGH
DOUGLAS	FH 16	PFH 16-1(2), CANYONVILLE-TRAIL	MP 20.3-23.3	REC, 4.2 MI GR,DR,BS,PV	4,600	FHWA/WFLHD	HIGH
KLAMATH	FH 46	PFH 46-1(3), CASCADE LAKES HWY	SR 58 N.	REC, 9.7 MI WIDEN,BS,PV	2,400	FHWA/WFLHD	MED
HARNEY	FH 126	PFH 126-1(2). BURNS IZEE	SEG. D & B	6.7 MI MILL, BASE, PAVE	1,600	FHWA/WFLHD	MED
LANE/DESCHUTES	FH	MCKENZIE HWY		SCENIC ENHANCEMENT	500	FOREST SERVICE	LOW
Statewide	Total of Preliminary and Construction Engineering for all projects:				2,762		

Cost and Funding Summary

Total Program Cost for fiscal year:	15,012
Program Funds Available:	15,012
Balance:	0

Federal Lands Highway Program Approval: Richard D. Waddell for JAMES N. Hall Date: 7/20/92

State inclusion in STIP: _____ Date: _____

A:STIP-FHW.WK1 Prepared by: _____ HFL-17 Date: 20-Jul-92 Page 1

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10/20/92

FOREST HIGHWAY (FH) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1994

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: OREGON

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount($000)	Contracting Agency	Priority
TILLAMOOK	FH 155	BLAINE ROAD	MP 6.7-10.8	RECONST	3,000	FHWA/WFLHD	HIGH
GRANT	FH 115	MIDDLE FORK JOHN DAY	MP 22.4-28.6	RECONST ROAD	2,500	FHWA/WFLHD	MED
KLAMATH/DESCHUTES	FH 46	CASCADE LAKES HWY	TO BE DETERMINED	RESURF, RD RECONST	4,500	FHWA/WFLHD	MED
MORROW	FH 109	WILLOW CR RD, COALMINE HILL	MP 0.0-22.4	WIDEN, PAVE, SLIDE CORRECTION	1,400	FHWA/WFLHD	MED
LANE/DESCHUTES	FH 22	MCKENZIE HWY		SCENIC ENHANCEMENT	500	FOREST SERVICE	LOW
LANE	FH 160	SWEET CR ROAD	VAR. LOCATIONS	INTERMITTANT WIDENIN		FHWA/WFLHD	BACKUP
DESCHUTES	FH 157	BURGESS ROAD	MP 0.0 - 3.4	RECONST		FHWA/WFLHD	BACKUP
KLAMATH	FH 158	CHILOQUIN RD	SR 62 TO US 97	RECONST		FHWA/WFLHD	BACKUP
CURRY	FH 156	AGNESS-ILLAHE	MP 0.0 - 3.3	RECONST		FHWA/WFLHD	BACKUP
CROOK	FH 120	PAULINA SUPLEE	MP 55.2-58.8	REHAB, PAVE		FHWA/WFLHD	BACKUP
Statewide	Total of Preliminary and Construction Engineering for all projects:				3,112		

Cost and Funding Summary

Total Program Cost for fiscal year:	15,012
Program Funds Available:	15,012
Balance:	0

Federal Lands Highway Program Approval: Richard D. Wainwright for JAMES N HALL Date: 7/20/92

State inclusion in STIP: _____ Date: _____

A:STIP-FHW.WK1 Prepared by: _____ HFL-17 Date: 20-Jul-92

D 10/20/92

INDIAN RESERVATION ROAD (IRR) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL 1993

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: _Oregon__ P = Portland

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount	Contracting Agency	Priority
Douglas	1	CCIR Cow Creek Access	MP 0 to MP 1	Grade, Drain, Pave	$366,000.00	BIA-P	High
Wasco	3	WSIR Agency-Simnasho	MP 14.3 to 19.2	Grade, Drain, Pave	$1,673,600.00	BIA-P	High
Harney	1	BPIR Burns Streets	MP 0 to MP 1.1	Grade, Drain, Pave	$230,000.00	BIA-P	High
Statewide		Total of Preliminary and Construction Engineering for all projects:			$491,100.00		

Cost and Funding Summary

Total Program Cost for fiscal year: $2,768,700.00
Program Funds Available:
Balance:

Federal Lands Highway Program Approval: Allan W. Bunch Date: 8/3/92

State inclusion in STIP: _____ Date: _____

A:STIP-IRR.WK1 Prepared by: _____ Date: 24-Jul-92

INDIAN RESERVATION ROAD (IRR) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL 1994

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: _Oregon__ P = Portland

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount	Contracting Agency	Priority
Wasco	3	WSIR Agency-Simnasho	MP 19.2 to MP 21.1	Grade, Drain, Pave	$457,400.00	BIA-P	High
Jefferson	921	WSIR Longhouse Road	MP 0 to MP 3.0	Pave	$350,000.00	BIA-P	High
Jefferson	3003	WSIR Sunnyside Subdiv.	MP 0 to MP 1.2	Grade, Drain, Pave	$750,000.00	BIA-P	High
Jefferson	24	WSIR Jackson Trail	MP 0 to MP 0.2	Grade, Drain	$100,000.00	BIA-P	High
Wasco	8	WSIR Hot Springs Deshutes	MP 0 to MP 0.1	Grade, Drain, Pave	$106,000.00	BIA-P	High
Statewide		Total of Preliminary and Construction Engineering for all projects:			$428,200.00		

Cost and Funding Summary

Total Program Cost for fiscal year: $2,191,600.00
Program funds Available:
Balance:

Federal Lands Highway Program Approval: Allen W. Burdette Date: 8/3/92

State inclusion in STIP: _____ Date: _____

A:STIP-IRR.WK1 Prepared by: _____ Date: 24-Jul-92

- 10,974 -

D 10/20/92

PARK ROADS AND PARKWAYS (PRP) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1993
FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C. 204

STATE: OREGON

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount($1000)	Contracting Agency	Priority
Statewide		National Park Service Spot Safety and Sign Improvements	Varies ($25k to $100k per year possible)	Rehabilitation	33	NPS	High
Statewide		National Park Service Emergency Pavement Repairs	Varies ($10k to $50k per year possible)	Rehabilitation	22	NPS	High
Statewide		Program Estimate for Preliminary & Construction Engineering for All Projects:			20		

Cost and Funding Summary

Total Program Cost for fiscal year:	75
Program Funds Available:	75
Balance:	0

Federal Lands Highway
23 U.S.C. 204
Program Approval: Allen W. Burdick Date: 8/3/92

State inclusion in STIP: _____ Date: _____

TIPPRP93.WK1 Prepared by HFL-11

Date: 31-Jul-92

- 10,975 -

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10/20/92

PARK ROADS AND PARKWAYS (PRP) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1994
FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C. 204

STATE: OREGON

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount($1000)	Contracting Agency	Priority
Klamath	CRLA 12	Crater Lake National Park #235 Annie Springs Road - Hqtrs	Munson Road Munson Road	Rehabilitation	950	FHWA - WFLHD	High
Statewide		National Park Service Spot Safety and Sign Improvements	Varies ($25k to $100k per year possible)	Rehabilitation	33	NPS	High
Statewide		National Park Service Emergency Pavement Repairs	Varies ($10k to $50k per year possible)	Rehabilitation	22	NPS	High
Statewide		Program Estimate for Preliminary & Construction Engineering for All Projects:			400		

Cost and Funding Summary

Total Program Cost for fiscal year:	1,405
Program Funds Available:	1,405
Balance:	0

Federal Lands Highway
23 U.S.C. 204
Program Approval: Allen W. Burch Date: 8/3/92

State inclusion
in STIP: _____ Date: _____

TIPPRP94.WK1 Prepared by HFL-11 Date: 31-Jul-92

- 10,976 -

10/20/92

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PARK ROADS AND PARKWAYS (PRP) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1995
FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C. 204

STATE: OREGON

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount($1000)	Contracting Agency	Priority
Statewide		National Park Service Spot Safety and Sign Improvements	Varies ($25k to $100k per year possible)	Rehabilitation	33	NPS	High
Statewide		National Park Service Emergency Pavement Repairs	Varies ($10k to $50k per year possible)	Rehabilitation	22	NPS	High
Statewide		Program Estimate for Preliminary & Construction Engineering for All Projects:			24		

Cost and Funding Summary

Total Program Cost for fiscal year:	79
Program Funds Available:	79
Balance:	0

Federal Lands Highway
23 U.S.C. 204
Program Approval: Allan W. Burch Date: 8/3/92

State inclusion in STIP: _____ Date: _____

TIPPRP95.WK1 Prepared by HFL-11 Date: 31-Jul-92

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10/20/92

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Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On August 20, 1992, signed an agreement with Multnomah County covering construction of Unit 2 of the East Marquam Interchange Project. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.) (Joe Speight signed for Cam Gilmour.)

2) On August 20, 1992, signed an agreement with Douglas County covering asphalt overlay of Drain-Yoncalla Highway. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Joe Speight signed for Manager, Program Section.)

3) On August 20, 1992, signed an agreement with Douglas County covering asphalt overlay of Dillard Highway. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Joe Speight signed for Manager, Program Section.)

4) On August 27, 1992, signed an agreement with Linn County for construction of First Street and Kingwood Avenue in Mill City, Gates School Road, and selected city streets in Lyons and Idanha. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program.)

5) On August 31, 1992, signed an agreement with Tillamook County covering construction of a new Nestucca River (Blaine Road) Bridge. (Project approved March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.) (Joe Speight signed for Cam Gilmour.)

6) On August 31, 1992, signed an agreement with Tillamook County covering construction of a new Trask River (Tillamook River Road) Bridge. (Project approved March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.) (Joe Speight signed for Cam Gilmour.)

7) On September 8, 1992, signed an agreement with Marion County covering construction of State Street to Southern Pacific Transportation Company (Cordon Road) Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program.)

8) On September 8, 1992, signed an agreement with Columbia County covering replacement of the Raymond Creek Road Bridge. (Manager of Program Section approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

9) On September 8, 1992, signed an agreement with Columbia County covering replacement of the Midland-Marshland Road Bridge. (Manager of Program Section approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

10) On September 8, 1992, signed an agreement with Columbia County covering replacement of the Hirtzel Road Bridge. (Manager of Program Section approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

11) On September 8, 1992, signed an agreement with Columbia County for the replacement of the Beaver Springs Road Bridge. (Manager of Program Section approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

12) On September 8, 1992, signed an agreement with Baker County for the replacement of the Sand Creek (Neil-Peck Rd.) Bridge. (Manager of Program Section approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

13) On September 14, 1992, signed an agreement with Harney County covering replacement of Lower Pine Creek (Drewsey-Market Rd.) Bridge. (Program Section Manager approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

14) On September 14, 1992, signed an agreement with Columbia County covering repair of slide area from M.P. 11.2 to M.P. 11.3 on the Scappoose-Vernonia Road. (Transportation Commission approved April 23, 1992.)

15) On September 14, 1992, signed an agreement with City of Portland to reconstruct, repair and overlay certain Federal Aid Urban Routes known as Arterial Overlays and Reconstruction, Phase 10. (Program Section Manager approved October 22, 1991, part of the Six-Year Highway Improvement Program.)

16) On September 14, 1992, signed an agreement with Wallowa County covering replacement of Grande Ronde River (Troy) Bridge. (Program Section Manager approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

Dated this 25th day of September, 1992

Cam Gilmour

Cam Gilmour, Manager
Program Section

September 21, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On September 1, 1992, approved an agreement with City of Medford revising responsibilities for operation and maintenance of a traffic signal at the I-5/Crater Lake Highway Interchange northbound offramp at Biddle Road.

2) On September 1, 1992, signed an agreement with Wal-Mart Stores, Inc., and City of Woodburn for installation of a traffic signal at the intersection of Hillsboro-Silverton Highway and Evergreen and to interconnect it with the existing traffic signal at the intersection of Hillsboro-Silverton Highway and Country Club Road in the City of Woodburn. (Project approved by Transportation Commission on July 23, 1991, as part of the Six-Year Highway Improvement Program.)

3) On September 2, 1992, approved an agreement with City of Tualatin covering installation of traffic control signals with fire pre-emption devices at the intersection of Pacific Highway West and SW Tualatin Road.

Dated this 25 day of September, 1992

Dwayne Hofstetter, Traffic Engineer

September 22, 1992

731-0314A (10-90)

EXHIBIT F
MINUTES OF 10/20/92

DATE: SEPTEMBER, 1992

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **COOS COUNTY**: **COQUILLE RE-ROUTE - COOS BAY-ROSEBURG HIGHWAY**:
File 6028 028 - Containing 12,360 Sq. Ft.; $650.00; Approved 8/27/92.

2) **DOUGLAS COUNTY**: **S. UMPQUA RIVER-CANYONVILLE SECTION - PACIFIC HIGHWAY**:
File 15541 - Containing 0.27 acre; $1,800.00; Approved 8/05/92.

3) **MARION COUNTY**: **MARKET STREET INTERCHANGE - PACIFIC HIGHWAY**:
Files 6027001/072 to 6027126 - Containing 7,206 Sq. Ft.; $39,633.00; Approved 8/20/92.

4) **MULTNOMAH COUNTY**: **COLUMBIA RIVER-PACIFIC HWY. - E. PORTLAND FREEWAY**:
File 49686 - Containing 24,350 Sq. Ft. (two parcels); $121,750.00; Approved 08/07/92.

5) **UNION COUNTY**: **UNION SECTION - MEDICAL SPRINGS HIGHWAY**:
File 36813 - Containing 0.63 acre; $1,100.00; Approved 08/07/92

AGREEMENTS: (35-48)

6) ODOT Agreement No. RR-1349; Service Contract No. 92-23; with Union Pacific Railroad Company; UPRC agrees to remove crossing signal, guard rail, and relocate pole line, and inspection; **UPRR (GRAHAM RD.) BRIDGE #6967, TROUTDALE OR - MULTNOMAH CNTY.**; RR M.P. 15.53, DOT 809 186F; Estimated cost to State is $123,300; Approved 8/06/92.

7) ODOT Agreement No. RR 1350; Service Contract No. 92-24; with Southern Pacific Transportation Company; SPTC agrees to reconstruct a portion of the crossing to accommodate a 28-foot wide roadway, install 2 flashing light signals, and 2 automatic gate signals at crossing of **BELL PLAIN DRIVE** Main Line near **SHEDD, LINN COUNTY OR**; Estimated Cost $105,498; Approved 8/19/92.

8) ODOT Agreement No. RR 1351; Service Contract No. 92-25; an "Offer to Purchase Agreement" with Burlington Northern Railroad for a parcel of land near Klamath Falls for the **GREEN SPRINGS HWY.-MIDLAND SECTION -THE DALLES-CALIFORNIA HWY., KLAMATH COUNTY** project; File No. 6076 021; $2,500.00; Approved 8/21/92.

9) ODOT Agreement No. RR-1352; Service Contract No. 92-26; with Burlington Northern Railroad; BNRR grants permission for State to construct a longitudinal bicycle pathway along and across BNRR right-of-way in **NORTH PORTLAND, OR**; Estimated cost $11,000.00; Approved 8/25/92.

10) Two-year renewal of Ground Lease on 35.5 acres @ $1,600 per year; File 6009 005; for the purpose of storing crushed rock, sand and gravel and other road bldg. materials and/or equipment, supplies for highway construction/maintenance; Term: 5/01/91-4/30/93; $3,200; Approved 5/01/91.

EXHIBIT F
MINUTES OF 10/20/92

PERSONAL SERVICE CONTRACTS: (35–46)

11) Supplemental to a Demolition Contract RQ109–01 (reported on 2/92 report, Pg. 2, Item 12) with Ambrose W. and Susan McCauliffe dba Horseshoe Galloways; Final payment of $3,000.00 was made for material removed from old State Quarry site on Crater Lake Hwy.

12) Demolition Contract No. R57810–99–99 with Westerberg Drilling, Inc. for the abandonment of the "Boeve" water well at 25461 S. Hwy. 213, Mulino OR per requirements of State of Oregon Watermaster; Cost $6,030.00; Start Date: 8/20/92; End Date: 10/20/92; Approved 8/20/92.

13) Demolition Contract No. R6112039–99–99 with Al Schattenkirk for the demolition and cleanup of buildings at 494 & 393 N.W. Sweetbriar, Roseburg, OR; Cost $4,480.00; Start Date: 8/25/92; End Date: 9/26/92; Approved 8/25/92.

INDENTURES AND GRANTS OF ACCESS: (35–54)

14) File 12829 & 15902 – Indenture of Access with Hinsdale & Wright on the northerly side of the **REEDSPORT SECTION** of the relocated **UMPQUA HIGHWAY**; **DOUGLAS COUNTY**; Approved 8/12/92.

15) File 19605 – Indenture of Access with White on the easterly side of the **NORTH UNIT BEND–LAPINE SECTION** of the relocated **THE DALLES–CALIFORNIA HIGHWAY**; **DESCHUTES COUNTY**; Approved 8/07/92.

16) File 34028 – two Indentures of Access: one with Fred Meyer, and one with City of Newberg on the southeasterly side of the **NEWBERG SECTION** of the **PACIFIC HWY WEST**; **YAMHILL COUNTY**; Approved 8/07/92.

17) File 42839 – Indenture of Access with Jacks on the northerly side of the **RUCH SECTION** of the relocated **MEDFORD–PROVOLT HWY.**; **JACKSON COUNTY**; Approved 7/07/92.

18) File 45179 – Indenture of Access with Yturriaga on the southerly side of the **WINSTON–SHADY SECTION** of the **COOS BAY–ROSEBURG HWY.**; **DOUGLAS COUNTY**; Approved 6/29/92.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

CASCADE HWY. S. @ HENRICI RD. – CASCADE HWY. SOUTH:

6102 002	Northwest Pipeline Corporation	$	950	App. 08/17/92
6102 004	Michael & Janine R. Mead	$	900	App. 08/11/92

SW JEAN RD.–SW MADRONA (LAKE OSWEGO) UNIT 2 – LOWER BOONES FERRY ROAD:

58668	Paul C.L. Lee (Gray)	$	1,000	App. 07/30/92
52337	Lawana Robinson; Barbara M. Macom (each w/one–half int.)	$	675	App. 07/24/92

EXHIBIT F
MINUTES OF 10/20/92

Report of Actions Taken Under Delegated Authority
September, 1992 – Page Three

OPTIONS: (Continued)

COOS COUNTY:

CATCHING SLOUGH BRIDGE – COOS RIVER HIGHWAY:

6083 011	James W. Dehague, Sr.; Janet L. DeHague	$ 5,300	App. 08/24/92

COQUILLE REROUTE – COOS BAY–ROSEBURG HIGHWAY:

6028 019	Roseburg Forest Products	$460,297.40	App. 08/08/90

DESCHUTES COUNTY:

GREENWOOD–3RD ST. INTERSECTION – THE DALLES–CALIFORNIA HIGHWAY:

6135 001	Doris McCollum, Conservator Est. of M.M. Campbell	$ 13,000	App. 08/24/92

SISTERS–TUMALO – THE DALLES–CALIFORNIA HIGHWAY:

6098 048	Stephen P. Palfry (Matich; Walton; Fraley; Collier)	$ 9,500	App. 08/12/92

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

58650	Ervin G. and Merna L. Jones	$ 49,000	App. 08/06/92
6112 002	Werner H. & Dollie J. Buehler; Ted E. & Leila J. Shultz	$ 3,500	App. 08/27/92
6112 002	Additional Construction cost to State for 8' approach	$ 500	App. 08/27/92
6112 028	Dennis B. & Gloria J. Pope	$ 1,250	App. 08/27/92
6112 034	Ellis Clyde Potts	$ 18,000	App. 08/12/92
6112 035	Robert N. Sutherland	$ 32,600	App. 08/11/92
6112 040	John W. Doyle, Jr.; Shirley L. Doyle	$ 48,000	App. 08/15/92

JACKSON COUNTY:

TRAIL–CASEY STATE PARK – CRATER LAKE HIGHWAY:

56556	Merle G. & Jean Ann Govenor	$ 2,500	App. 07/30/92
58857	Robert Ray & Colleen Star Young (Bunn)	$ 625	App. 08/11/92

KLAMATH COUNTY:

LAVERNE AVENUE–SOUTHSIDE BYPASS –WASHBURN WAY COUNTY:

59091	Ned Putnam	$ 89,580	App. 08/14/92

LINN COUNTY:

QUEEN AVE.–CORVALLIS/LEBANON HWY. – ALBANY–JUNCTION CITY HIGHWAY:

55565	Pacific First Bank	$ 7,300	App. 08/04/92
59177	John C. Mackey & Robert D. Edwards (Eastgate Const.)	$ 500	App. 08/20/92

KLAMATH COUNTY:

FOOTHILLS BLVD. – HOMEDALE ROAD:

59103	Spectrum Properties, Inc.	$ 460	App. 07/30/92

EXHIBIT F
MINUTES OF 10/20/92

Report of Actions Taken Under Delegated Authority
September, 1992 – Page Four

OPTIONS: (Continued)

MALHEUR COUNTY:

AIRPORT WAY–CAIRO JCT. – OLDS FERRY–ONTARIO HIGHWAY:			
6042 022	Robert F. Baker (cost–to–cure damages)	$ 1,400	App. 08/21/92

MARION COUNTY:

DMV ON LANA – LANA AVENUE:			
6152 001	Ray Gotchall; Kathryn Yaremko; Gretchen Gianotti	$ 75,350	App. 08/15/92
SILVERTON RD.–STATE ST. – PACIFIC HIGHWAY:			
6027 098	Alvin H. & Leona E. Speten	$ 3,500	App. 08/04/92
6027 123	United Pipe & Supply Co., Inc.	$ 12,100	App. 07/27/92

MULTNOMAH COUNTY:

LINE SECTION 5 – WESTSIDE LIGHT RAIL (TRI–MET):			
6168 007	Richard N. & Helen K. Stanley	$8,826.90	App. 08/11/92
N.E. 181ST–223RD – I–84 COLUMBIA RIVER HIGHWAY:			
6092 018	Ann Springer	$ 7,700	App. 08/12/92
N.E. HALSEY ST. @ 162ND AVE. – N.E. HALSEY STREET:			
6161 001	John Kirkland; Norman D. Pickett	$ 2,000	App. 08/27/92
6161 002	Aldo Rossi	$ 200	App. 08/27/92
6161 004	Elma Cumley	$ 700	App. 08/27/92
S.E. 128TH AVE.–S.E. 136TH AVE. – S.E. FOSTER ROAD (COUNTY ROAD):			
6114 018	Henry Barber, TTEE & Evelyn A. Barber	$ 750	App. 07/30/92
6114 027	Oregon Parks Foundation, Inc.	$ 4,100	App. 07/10/92
6114 030	Hyun Bon Kim & Myung Ja Kim (Vice)	$ 25,145	App. 06/23/92
242ND DRIVE SECTION – 242ND DRIVE (COUNTY ROAD):			
6151 008	Alquip Company	$ 700	App. 04/07/92
6151 009	The Southland Corportation	$ 1,850	App. 08/12/92

WASHINGTON COUNTY:

BEAVERTON–TUALATIN HWY. @ SW WASHINGTON:			
6126 010	Washington County	Donation	App. 08/11/92
SHUTE PARK–SE 21ST – TUALATIN VALLEY HIGHWAY:			
57642	Clarence Pavao (Sign only)	$ 1,050	App. 08/27/92
S.W. CENTER–S.W. 76TH – SUNSET HIGHWAY 217:			
6125 004	Abraham C. & LaVonne Calderon	$109,000	App. 08/10/92
6125 011	James E. Sehon	$ 98,000	App. 08/06/92

EXHIBIT F
MINUTES OF 10/20/92

Report of Action Taken Under Delegated Authority
September, 1992 – Page Five

OPTIONS: (Continued)

YAMHILL RIVER–PACIFIC HIGHWAY WEST – SALMON RIVER HWY.:

6128 002	George Goodwin & Sons	$ 3,420	App. 08/18/92
6128 002	Hank Evers (Crops)	$ 255	App. 08/18/92
6128 003	Park Place RV Inc. (Sign)	$ 1,425	App. 08/04/92

Dated this 3rd day of September, 1992

Steven Green, Right of Way Manager

EXHIBIT F
MINUTES OF 10/20/92

DATE: OCTOBER, 1992

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **DOUGLAS COUNTY**: **CAMAS VALLEY - COOS BAY-ROSEBURG HIGHWAY**:
File 57490 - Containing 0.57 Acres; $2,500; Approved 9/01/92.

2) **JACKSON COUNTY**: **MEDFORD MAINTENANCE SITE - ROGUE VALLEY HIGHWAY**:
File 48845 - Containing 25,891 Sq. Ft.; $65,000; Approved 9/01/92.

3) **LANE COUNTY**: **LANE CO. LINE-COMSTOCK - PACIFIC HIGHWAY**:
File 17688 - Containing 83.5 Acres; $524,000; Approved 9/22/92.

4) **MULTNOMAH COUNTY**: **COLUMBIA RIVER-NE SANDY BLVD. - E. PORTLAND FREEWAY**:
File 44174 (includes 44228 & 44365) - Containing 50,545 Sq. Ft.; $175,000; Approved 9/01/92.

5) **MULTNOMAH COUNTY**: **COLUMBIA RIVER-SE HINKLEY - E. PORTLAND FREEWAY**:
File 41725 - Containing 47,433 Sq. Ft.; $50,000; Approved 9/01/92.

6) **MULTNOMAH COUNTY**: **SE CLAY-SE DIVISION - E. PORTLAND FREEWAY**:
File 46649 - Containing 730 Sq. Ft.; $500; Approved 9/01/92.
(To replace Agenda Letter dated 7/01/92)

7) **MULTNOMAH COUNTY**: **SE CLAY-SE DIVISION - E. PORTLAND FREEWAY**:
File 46650 - Containing 5,951; $3,000; Approved 9/01/92.

AGREEMENTS: (35-48)

8) ODOT Agreement No. RR-1355; Service Contract No. 92-29 with Southern Pacific Transporation Company; SPTC agrees to reconstruct crossing to accommodate a 28-foot wide roadway, install two flashing light signals and two gate signals at existing crossing of **LINN-WEST ROAD** near Shedd, Linn County OR; Estimated Cost $105,678; Approved 9/18/92.

9) Letter of Understanding for Air Space Lease of State-Owned Property to Tri-Met for Westside Light Rail project along Sunset Highway (Hwy. 26) and Highway 217; A formal lease agreement will follow; Approved 6/30/92.

PERSONAL SERVICE CONTRACTS: (35-46)

10) Demolition Contract #52231-99-55 with Stark Trucking, Inc. for removal of underground storage tank(s) of unknown capacity from property owned by State at Northwest 23rd Ave. between NW Wilson and NW Vaughn Streets, Portland OR; Cost $2,950; Start Date: 9/10/92; End Date: 10/11/92; Approved 9/10/92.

EXHIBIT F

MINUTES OF 10/20/92

R/W SERVICE AGREEMENTS: (35–50)

11) R/W Services Agreement #385 with Douglas County (Land Dept.) in which State agrees to act for Agency in performing those services related to the acquisition of right–of–way for agency for **COUNTY ROAD #1, TILLER–TRAIL HIGHWAY**; Est. cost to be made as advanced deposit of $5,000; Approved 9/22/92.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

CLACKAMAS HWY.–GLADSTONE INTERCHANGE (UNIT 2) – SE 82ND DRIVE:

6166 016	Charles H. and Darlene C. Clark	$ 1,000	App. 09/24/92
6166 021	Robert Williams	$ 100	App. 09/01/92

OREGON HWY. 212 @ 232ND DR. – OREGON HWY 212:

6104 010	Michael J. & Valerie J. Bigham	$ 5,000	App. 08/27/92

COLUMBIA COUNTY:

COLUMBIA CITY NCL–WARREN – LOWER COLUMBIA RIVER HIGHWAY:

59137	Ruth McFarlane Wood	$ 70,000	App. 08/27/92

CURRY COUNTY:

SO. BANK CHETCO RIVER ROAD – SO. BANK CHETCO RIVER ROAD:

6093 003	Rocky A. McVay, et al	Donation	App. 09/08/92

DESCHUTES COUNTY:

BEND PARKWAY, PHASE 2 – THE DALLES–CALIFORNIA HIGHWAY:

6118 002	Joseph A. Merrill	$ 80,000	App. 09/23/92
6142 507	Gary Sobala; Linda F. Pasley	$215,481	App. 09/22/92
6142 508	Gary Sobala; Linda F. Pasley	$165,517	App. 09/22/92

DESCHUTES RIVER–HWY. 97 – MCKENZIE–BEND HIGHWAY:

6105 003	Wayne Hall	$ 100	App. 09/16/92
6105 004	Lew Ropp; Mary Ropp (Hull)	$ 300	App. 09/28/92
6105 005	Everett C. Hiler; Gladys M. Olson	$ 1,375	App. 09/08/92
6105 006	Ann R. Dahlen	$ 100	App. 09/16/92
6105 007	Norman W. & Sylvia Suydam	$ 100	App. 09/08/92
6105 008	Darwin Gene Keep	$ 500	App. 09/08/92
6105 010	Roger Alan Wilson	$ 2,500	App. 09/03/92
6105 014	Doris Virginia Ray	$ 850	App. 09/08/92
6105 016	Glen T. & Kathryn R. Gourley	$ 950	App. 09/08/92

SISTERS–TUMALO – MCKENZIE–BEND HIGHWAY:

6098 052	Edwin D. & Donna B. Coe	$ 270	App. 09/08/92

EXHIBIT F
MINUTES OF 10/20/92

DOUGLAS COUNTY:

O'XING S.P.R.R.–I–5 – ROSEBURG–COOS BAY HIGHWAY:

6144 003	Big Chief Rentals, Inc. (Sage Pipeline)	$ 1,525	App. 09/03/92

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

6112 013	Gillard E. and Wanda M. Commons	$ 61,150	App. 09/09/92
6112 030	Ellen M. Hillyer (Robertson)	$ 3,500	App. 09/25/92
6112 038	Gary A. & Doris A. Tesdahl	$ 6,000	App. 09/22/92
6112 049	Howco Leasing Corporation	$ 12,350	App. 09/09/92
6112 051	Ben Beier; Lucie Beier, TTees	$ 2,300	App. 09/17/92

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE ROAD – MT. HOOD HIGHWAY:

57113	Bennie E. & Mary F. Olson	$ 6,050	App. 09/08/92

LANE COUNTY:

JUNCTION CITY "Y" INTERSECTION – PACIFIC HWY. WEST:

6136 002	Donald Wilbur	$192,000	App. 09/17/92

NOTI–VENTA – FLORENCE–EUGENE HIGHWAY:

6074 024	Allyn J. Tews	$ 46,000	App. 09/08/92

LINN COUNTY:

EAST COURTNEY CREEK BRIDGE – HALSEY–SWEET HOME HIGHWAY:

6172 001	Kurt Kayner; Anton Kayner; Clara Kayner	$ 2,500	App. 09/04/92
6172 002	Niels Peter & Helen Emelia Jensen	$ 800	App. 09/10/92
6172 003	Monte Lewis; Rip Lewis; and Guy Lewis (Campora)	$ 2,100	App. 09/04/92

MALHEUR COUNTY:

UNITY FOREST WAYSIDE–IRONSIDE – JOHN DAY HIGHWAY:

6096 019	Ullman Brothers Land & Cattle Company (Fletcher)	$ 650	App. 09/28/92
6096 020	Flying O Cattle Company	$ 100	App. 09/10/92

MARION COUNTY:

N. SANTIAM HWY. INTERCHANGE – PACIFIC HIGHWAY:

18201A	Costco Wholesale Corporation (Costco Property valued at $328,225 traded for ODOT property of same value)	Trade	App. 09/28/92
18201A	Costco Wholesale Corporation	Donation	App. 09/28/92

SILVERTON RD.–STATE ST. (SALEM) PHASE 2 – PACIFIC HIGHWAY:

6027 039	Dale R. & Patricia Peterson	$ 7,100	App. 09/09/92
6027 041	Sarra E. Jepson (Gibson)	$ 93,300	App. 08/27/92
6027 117	Louis & Patricia Ann VanderPaardt	$ 2,720	App. 09/08/92

EXHIBIT F
MINUTES OF 10/20/92

Report of Actions Taken Under Delegated Authority
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MARION COUNTY: (Continued)

WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:			
59176	Richard Kreitzberg	$ 1,850	App. 09/10/92
MULTNOMAH COUNTY:			
242ND DRIVE – 242ND DRIVE (COUNTY RD.):			
6151 003	Arnold & Georgetta Kehrli (Vincent)	$ 7,500	App. 08/15/92
NE 207TH AVENUE SECTION – NE 207TH AVENUE:			
6127 002	Sam O. Sasaki	$104,313.81	App. 08/12/92
NE HALSEY ST. @ 162ND AVE:			
6161 003	Midland Investment Company	$ 850	App. need
NW 23RD @ WEST BURNSIDE – WEST BURNSIDE HIGHWAY:			
6159 001	Act I Properties, Inc.	$100,000	App. 09/04/92
S.E. STARK @ 202ND AVE. – (526) SE STARK (COUNTY RD.):			
6160 002	Ken E. & Barbara A. Weberg	$ 2, 500	App. 09/27/92
6160 003	Andre' W. Iseli	$ 200	App. 09/11/92
WESTSIDE LIGHT RAIL LINE SECTION 5 – WESTSIDE LIGHT RAIL:			
6168 010	Eric L. Odom	$ 53,000	App. 09/02/92
WASHINGTON COUNTY:			
BEAVERTON/TUALATIN HWY. @ WASHINGTON DRIVE – BEAVERTON/TUALATIN HIGHWAY:			
6126 008	First Interstate Bank of Oregon	$ 2,188	App. 09/04/92
6126 011	Fred Y. & Grace M. Egawa	$ 425	App. 09/28/92
SHUTE PARK–21ST AVE (HILSBORO) – TUALATIN VALLEY HIGHWAY:			
57635	Mark Sagaser; Lana R. Sagaser	$ 17,000	App. 09/11/92
SW CENTER ST.–SW 76TH – SUNSET HIGHWAY:			
6133 305	David M. & Teresa M. Clevenger	$106,000	App. 09/03/92
6133 312	Richard C. Wagner	$132,000	App. 09/10/92
WHEELER COUNTY:			
MITCHELL–KEYES CREEK (WEST UNIT) – OCHOCO HIGHWAY:			
6067 007	Patrick G. Perry; Lana J. Perry (loss of crops)	$ 1,200	App. 09/17/92

Dated this 1st day of October, 1992

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

JUNCTION CITY "Y" INTERSECTION SECTION OF THE PACIFIC HIGHWAY WEST

6136001	Donald W. Fisher, Gerald L. Fisher	Offer:	$ 3,730.00
6136004	Time Oil Co.		$ 11,500.00
6136005	Donald W. Fisher, Gerald L. Fisher		$ 1,700.00
6136006	King's Grace Fellowship		$ 21,370.00
6136007	David & Priscilla Parker		$ 3,600.00
6136008	Norman & Barbara Ann Bergstrom		$ 2,500.00
6136010	Roger K. Hanson & Marie E. Johnson		$ 6,950.00

MT. HOOD - LONG PRAIRIE RD. SECTION OF THE MT. HOOD HIGHWAY

57105	John George & Judy Brown	Offer:	$ 7,650.00
57112	Dorothy Jean Aubert		$ 9,000.00
57114	Terry & Theresa Draper		$ 6,000.00
57115	Roman & Ann Braun		$ 6,650.00
57162	Robert D & Carol E. Callicrate		$ 15,500.00

NOTI-VENETA SECTION OF THE FLORENCE-EUGENE HIGHWAY

6074021	John & Mary Urciuoli	Offer:	$ 65,400.00

QUEEN AVE./CORVALLIS/LEBANON HIGHWAY SECTION OF THE ALBANY-JUNCTION CITY HIGHWAY

55447	Tim Moyer Cinemas, Inc.	Offer:	$ 8,500.00
55452	Tim Moyer dba Tim Moyer Management Company		$ 3,800.00

Dated this 28th day of September, 1992.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Parker Northwest Paving Co. Contract No. 11057 Acceptance Date: August 14,1992	N.W. Territorial Road- N.W. Knights Bridge(Canby) Clackamas County
North Central Construction Contract No. 10695 Acceptance Date: August 18,1992	Chemical Plant-John Day Highway Gilliam County
Elting ,Inc. Contract No. 10737 Acceptance Date: August 18,1992	Timberline Hwy. - Snowbunny Road Clackamas County
Jim Maley Construction Contract No. 10835 Acceptance Date: August 18,1992	Boardman Safety Rest Area Morrow County
LTM,Inc.dba Lininger Tru-Mix,Inc. Contract No. 10981 Acceptance Date: August 18,1992	Ashland P.O.E. Truck Inspection Station Jackson County
Roy L. Houck Construction Company Contract No. 11020 Acceptance Date: August 18,1992	Kaylor Junction - Marquam Clackamas County
Roy L. Houck Construction Company Contract No. 11022 Acceptance Date : August 18,1992	Dundee S.C.L. - Salman River Highway Yamhill County
Ross Bros.Construction,Inc. Contract No. 10718 Acceptance Date: August 19,1992	S.E. Lester Ave. Interchange Clackamas County
Protable Rock Production Co.,Inc. Contract No. 11025 Acceptance Date: August 19,1992	Rome Rock Production Malheur County
Oregon Asphaltic Paving Co.Inc. Contract No. 11053 Acceptance Date: August 19,1992	Island City - MP 4.6 Union County

Ledford Construction Company Contract No. 11072 Acceptance Date: August 19,1992	S.Talent Avenue - Valley View Road(Bikeway) Jackson County
H & H Electric,Inc. Contract No. 11081 Acceptance Date: August 19,1992	Rusk Road - Lawnfield Clackamas County
Schoolhouse R Electric Construction Contract No.11091 Acceptance Date: August 19,1992	Oregon Coast Hwy. at 13th St.(Reedsport) Douglas County
Mill Plane Electric ,Inc. Contract No.11122 Acceptance Date:August 19,1992	M.L. King,148th and Foster Signals Multnomah County
Eagle Elsner ,Inc. Contract No. 11125 Acceptance Date: August 19,1992	Strawberry Lane - Oatfield Rd.(Bikeway) Unit 1 Clackamas County
Clearwater Construction Co. Contract No. 11128 Acceptance Date: August 19,1992	Aberneth Road - Beavercreek Rd. Clackamas County
Coral Construction Co. Contract No. 11140 Acceptance Date: August 19,1992	Mt Hood Hwy. at Multorpor Dr.U'Xing. Clackamas County
Konen Rock Crushing,Inc. Contract No. 11150 Acceptance Date: August 19,1992	District 12(Weston) Rock Production Umatilla County
KInchloe & Sons,Inc. Contract No. 11164 Acceptance Date: August 19,1992	Fremont Hwy. Rock Production Lake County
Klamath Pacific Corp. Contract No. 11167 Acceptance Date : August 19,1992	Lakeview Junction - Matney Road Klamath County

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10/20/92

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$15,819,896.77	$32,624,502.32
Anticipated Costs	$17,212,256.43	$33,557,811.57
Percentage Overrun (Underrun)	+8.8%	+2.9%

Wayne F. Cobine, Manager
Office of Operations
Date 8/21/92

BMW:bmw

DELAUTH

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10/20/92

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 93 [July 1]

REGION	Current FY 2 Months to Date		TOTAL	AVE % by REGION	Prior FY Totals		AVE % by REGION
	-	+			-	+	
1	9	4	13	+ 9.5	24	13	+1.9
2	3	0	3	- 19.0	21	4	-3.6
3	4	1	5	+ 6.5	20	10	+1.1
4	3	2	5	- 3.4	15	3	-1.2
5	5	0	5	-10.8	17	6	+3.8
TOTAL	24	7	31	+ 2.9	96	38	+1.3

- \- Projects underrunning Original Authorization
- \+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

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10/20/92

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and suddelegated to the Maintenance/Construction Engineer (Subdegegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Babler Bros.,Inc. Contract No.10949 Acceptance Date: July 21,1992	Rufus - Arlington(East Unit) Gilliam County
Gilbert Pacific Corp. Contract No. 9860 Acceptance Date: August 28,1992	N.Albany Interchange - Corvallis/Lebanon Interchange Linn County
J.C. Compton Contractors,Inc. Contract No. 10840 Acceptance Date: August 28,1992	Pelton Dam Rd.-Rimrock Ranch- Jefferson Co. Recycle Jefferson County
Davey McKee Corp. dba The Gunite Co. Contract No. 10876 Acceptance Date: August 28,1992	Cape Creek Bridge Lane County
Babler Bros.,Inc. Contract No. 10930 Acceptance Date: August 28,1992	Baldock Slough - S.Baker Interchange Baker County
Ross Bros.Construction,Inc. Contract No. 10953 Acceptance Date: August 28,1992	N.E. 158th Ave.- N.E. 181St.Ave(Portland) Multnomah County
Albany Electric,Inc. Contract No. 11068 Acceptance Date: August 28,1992	Broadway Ave.at Monroe St.(Burns) Harney County
Oakridge Sand and Gravel,Inc. Contract No. 11156 Acceptance Date: August 28,1992	Moro Rock Production Sherman County

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10/20/92

Valley Pacific Construction,Inc.

Skyline Blvd./Cornelius Pass Rd.-Old Cornelius Pass Road

Contract No. 10999
Acceptance Date: September 2,1992

Multnomah County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$32,531,688.86	$65,156,191.18
Anticipated Costs	$39,628,823.28	$73,186,634.85
Percentage Overrun (Underrun)	+21.8%	+12.3%

Wayne F. Cobine, Manager
Office of Operations
Date 10/9/92

BMW:bmw

DELAUTH

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 93 [July 1]

REGION	Current FY 3 Months to Date -	+	TOTAL	AVE % by REGION	Prior FY Totals -	+	AVE % by REGION
1	10	5	15	+ 6.6	24	13	+1.9
2	3	1	4	+38.5	21	4	-3.6
3	5	1	6	+ 1.9	20	10	+1.1
4	5	3	8	+ 7.0	15	3	-1.2
5	5	2	7	+ 5.8	17	6	+3.8
TOTAL	28	12	40	+12.3	96	38	+1.3

\- Projects underrunning Original Authorization
\+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission, subdelegated to the Manager of the Office of Operations and further delegated to the Field Operations Engineer.

1) On September 9, 1992, approved annual program with Oregon State Snowmobile Association for grooming snowmobile trails. Effective July 1, 1992, through June 30, 1993.

Dated this 23rd day of September, 1992

John W. Sheldrake
Field Operations Engineer

September 21, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following action was taken:

1) On July 15, 1992, abandoned 35 property damage claims totaling $16,044.09. Each claim was less than $5,000. (Detailed information in Commission's files, Salem.)

Dated this 2nd day of September, 1992

D. K. Adams

Don Adams
Region 1 Engineer

August 24, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, renamed as Region 1 Manager, the following actions were taken:

1) On August 17, 1992, approved a personal service contract with Hansen, Dunahugh, Nicholson Architects to prepare a space planning and program document for future Region 1 office facilities. This contract is effective August 17, 1992, through December 1, 1992, at a cost not to exceed $10,000.

2) On August 18, 1992, approved a Task Order with Inklinations for creating illustrations and maps for the supplemental environmental assessment of the East Marquam Water Avenue Onramp Project. Terms and conditions of the State's master contract, executed and maintained by the Department of General Services, Printing Division, under Contract #H930504 will govern the Task Order. Contract period: August 20 through September 30, 1992, at a cost not to exceed $1,000.

Dated this 14 day of September, 1992

Don Adams
Region 1 Manager

September 21, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following action was taken:

1) On July 20, 1992, abandoned 30 property damage claims totaling $15,747.58. Each claim was less than $5,000. (Detailed information in Commission's files, Salem.)

Dated this 3rd day of September, 1992

Ken Husby

Ken Husby
Region 2 Engineer

August 24, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following actions were taken:

1) On June 1, 1992, approved an agreement with Douglas County covering surveying services for County's Public Works Department. The initial term is May 1 through June 30, 1992. (Bob Aldrich signed for Region Engineer.)

2) On July 28, 1992, signed Supplement No. 1 to an agreement with Douglas County covering surveying services for County's Public Works Department. The supplement is effective July 1, 1992, through June 30, 1993.

3) On July 28, 1992, abandoned 24 property damage claims totaling $11,778.76. Each claim was less than $5,000. (Detailed information in Commission's files, Salem.)

4) On August 2, 1992, approved an agreement with Douglas County for purchase of Slow Setting Cationic Emulsified Asphalt CSS-1. Agreement terminates October 31, 1992.

Dated this 7 day of Sept, 1992

Donald R. Wagner
Region 3 Engineer

August 24, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, renamed as Region 4 Manager, the following action was taken:

1) On August 28, 1992, approved an agreement with Deschutes County to allow the Agency to purchase crushed aggregate in stockpile at State's site, MP 18.0 of the Central Oregon Highway.

Dated this 10/1/92 day of Oct, 1992

Dale D. Allen
Region 4 Manager

September 21, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT M	MINUTES OF 10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following actions were taken:

1) On July 17, 1992, approved a personal service contract with Anderson Perry & Associates for concrete testing in Region 5. This contract is effective July 20, 1992, through January 1, 1993, at a cost not to exceed $1,000.

2) On July 27, 1992, abandoned 6 property damage claims totaling $1,990.99. Each claim was less than $5,000. (Detailed information in Commission's files, Salem.)

Dated this 2nd day of September, 1992

J. X. Wilson

J. X. Wilson
Region 5 Engineer

August 24, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, renamed as Region 5 Manager, the following actions were taken:

1) On August 21, 1992, approved a personal service contract with Intermountain Material Testing for concrete testing in Region 5. Contract period: August 7, 1992, through June 30, 1993. Cost is not to exceed $1,000.

2) On August 21, 1992, approved a personal service contract with Milt Thursam to provide welding instruction at eight separate maintenance locations in Region 5. This contract is effective September 8 through October 15, 1992, at a cost not to exceed $2,800.

Dated this 25th day of Sept., 1992

J. X. Wilson

J. X. Wilson
Region 5 Manager

September 22, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials, the following action was taken:

1) On July 8, 1992, approved an interagency agreement with Chemeketa Community College to conduct two crane operators safety training classes on July 14 and 15, 1992, in Jackson County and July 21 and 22, 1992, in Washington County, at a cost not to exceed $3,537.

Dated this 1 day of Sept., 1992

W. J. Quinn
Engineer of Materials

August 24, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	N	MINUTES OF	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials, the following actions were taken:

1) On August 12, 1992, approved an intergovernmental agreement with Chemeketa Community College for a pavement management systems seminar. This seminar is to be held on September 14, 1992, and all work completed no later than October 12, 1992, at a cost not to exceed $4,062.

2) On August 12, 1992, approved an intergovernmental agreement with Chemeketa Community College for crane operator's safety training. The classes are to be held on August 25 and 26, 1992, at a cost not to exceed $9,454.

3) On August 12, 1992, approved an intergovernmental agreement with Chemeketa Community College for a defensive driving course. This course is to be held on October 23, 1992, and work is to be completed no later than December 4, 1992, at a cost not to exceed $250.

Dated this 24 day of Sept, 1992

W. J. Quinn
Engineer of Materials

September 22, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
0	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineering Services Engineer, the following action was taken:

1) On August 26, 1992, signed a personal service contract with Edgar Johnsen to perform a site visit and provide consultation regarding the construction and geotechnical history of the Washington Park Zoo and Highlands Landslide area. Contract period: August 28 through September 11, 1992. Cost is not to exceed $1,000.

Dated this 23 day of September, 1992

Jack Sullivan

Jack Sullivan
Engineering Services Engineer

September 22, 1992

731-0314 (10-90)

EXHIBIT P
MINUTES OF 10/20/92

Oregon

DEPARTMENT OF
TRANSPORTATION

MOTOR VEHICLES
DIVISION

DATE: October 6, 1992

TO: OREGON TRANSPORTATION COMMISSION

FROM: Jane Hardy Cease
Manager

SUBJECT: Confirmation Report of Actions Taken
Under Delegated Authority

Delegation order, number 34, gives me the authority to act on behalf of the Commission to approve personal service and miscellaneous contracts of $10,000 or less. I have approved the actions listed below:

On August 10, 1992, approved a personal service contract with Horizon Data Systems to provide ISS support for the installation of the response operating system running under VM. The contract covers the period of August 1, 1992 to June 30, 1993 at a cost of $5,000.

On August 31, 1992, approved an Amendment to a personal service contract with Gossard-Pyron Associates to provide facilitator services to complete TEAM building for DMV's Management Team. The contract covers the period of June 7, 1992 to June 30, 1992 at an amended cost of $5,700.00.

On August 24, 1992, approved an Interagency Service Agreement with Oregon State University to conduct a survey of public satisfaction with DMV Field Offices. The contract covers the period of September 1, 1992 to December 31, 1992 at a cost of $6,003.00.

On August 25, 1992, approved an Interagency Service Agreement with Oregon State University to conduct a survey of law enforcement officers to determine the effectiveness of the vehicle cancellation program. The contract covers the period of October 1, 1992 to March 1, 1993 at a cost of $5,256.00.

1905 Lana Avenue NE
Salem, OR 97314

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
Q	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

You authorized me in my official capacity as Manager, Transportation Development Branch, to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the following actions were taken:

1. On May 15, 1992, signed an intergovernmental agreement with the Oregon Department of Transportation and Lane Council of Governments to develop a work program for transportation/land use. Contract to be completed by September 1, 1992. Cost of contract $10,000.

2. On July 15, 1992, signed an intergovernmental agreement with the Oregon Department of Transportation, Department of Land Conservation and Development and the City of Ashland for a transportation/land use video. Contract to be completed by October 31, 1992. Cost of contract $5,000.

3. On September 21, 1992, signed a letter of agreement under delegated authority number DIR-20 dated 4/1/92 for Don Forbes in his absence. This agreement was between the Executive Department and the Transportation Department to provide support to Scott Nagel, Toyama-Oregon Exchange Employee, during the period of exchange. Total budget for this agreement is $16,095

4. On September 2, 1992, signed an agreement with Federal Highway Administration for the Western States Transparent Border Project to study institutional barriers for commercial vehicle operations. (Approved by Michael Hollern on August 26, 1992.)

5. On September 23, 1992, signed a cooperative agreement between the Federal Highway Administration and the Oregon Department of Transportation for a project entitled "Use of Low Speed Weigh-in-Motion Equipment for Weight Enforcement". Estimated cost of agreement is $140,000. Work to be completed within 24 months from the date of execution of the agreement. (Approved by Transportation Commission on September 15, 1992.

Dated this 2nd day of October, 1992

Paul Meyerhoff II, Manager
Transportation Development Branch

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	R	MINUTES OF	10/20/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

September 15,1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On September 15, 1992 $11,613,056.90 was distributed to the counties as their share of motor vehicle revenues for the month of August, 1992.

On September 15, 1992 $7,374,875.42 was distributed to the cities for the month of August, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of September, 1992.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

SIXTH ANNUAL SILVER FALLS WORK SESSION
TRANSPORTATION COMMISSION AND STAFF
OCTOBER 26 AND 27, 1992

At 1 p.m., on October 26, 1992, the Oregon Transportation Commission and staff met at the Smith Creek Meeting Hall, Silver Falls Conference Center, 20022 Silver Falls Highway S.E., Sublimity, for their sixth annual work session. (Notice of the work session had been made by press release to newspapers of local and general circulation throughout the State.)

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Donald E. Forbes, Director of Transportation
Judy Gregory, Manager, Human Resource and Organizational Development
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
Tony Lewis, Manager, Financial Services
Arlene E. Post, Manager, Community and Governmental Relations
Don Adams, Region 1 Manager
Ken Husby, Region 2 Manager
Don Wagner, Region 3 Manager
J. X. Wilson, Region 5 Manager
Tom Lulay, Managing Engineer, Technical Services
Bob Royer, Transportation Research
Tom Luther, Manager, Support Services
Mark Ford, Manager, Policy and Strategic Planning
Paul Norris, Policy and Strategic Planning
Joni Reid, Interim Manager, Public Transit
Fran Neavoll, Commission Services

John Charles, Oregon Environmental Council, was also in attendance.

Don Forbes began by saying the purpose of the work session was to affirm key initiatives to implement the Oregon Transportation Plan and identify gaps to implementation.

Mr. Forbes explained the key initiatives as: what are the most significant (new) actions the Department should take in the next one to six years to implement the Oregon Transportation Plan. He said the initiatives should be limited in number and builds upon the minimum level of service concept.

Mark Ford said eight objectives with initiatives have been prepared by staff as follows:

Objective A: Increase the percent of alternative mode ridership as a percent of total trips (1.5% to 2.5%) by 1998.

- **Initiative 1** Implement congestion pricing in the Portland region and a mid-sized city by 1998.
- **Initiative 2** Complete one prototype intermodal passenger hub linking rail, bus, air and auto. Have operational by 1997.
- **Initiative 3** Increase Transportation Demand Management (TDM) efforts (especially ridesharing).
- **Initiative 4** Double mode share of bicycles (and walking) in one urban area by 1997.
- **Initiative 5** Achieve .5% of urban commuting trips by telecommuting/teleserving by 1998.

Objective B: Develop frequent, high-speed passenger service in the Interstate 5 corridor between Eugene and Portland by 1999.

- **Initiative 1** Develop hourly intercity bus service along the I-5 corridor and improvements for higher speed (125 mph) passenger rail.
- **Initiative 2** Implement a Willamette Valley transportation system, including intermodal passenger hubs and interconnections with hub systems.

Objective C: Achieve OTP Minimum Service Levels for statewide freight movements.

- **Initiative 1** Develop fully transparent borders for trucks by 1997.
- **Initiative 2** Develop one prototype intermodal freight hub.
- **Initiative 3** Level the playing field.

Objective D: Reduce traffic congestion and enhance scenic qualities in Oregon's Coastal Highway Corridor.

- **Initiative 1** Improve % of US 101 by 1998 and one project by 1998.

Objective E: Coordinate state transportation planning and development with regional and local government land use planning and private sector developments.

- **Initiative 1** Assist regional and local governments develop transportation plans or amend comprehensive plans that comply with the LCDC Goal 12 Rule and are consistent with the OTP. Regional MPO plans are to be developed by May, 1995. City and county comprehensive plans are to be amended by May, 1996.
- **Initiative 2** Control access to major state highway corridors in rural areas.

Objective F: Develop a process to allocate resources to greatest needs

- **Initiative 1** Establish performance measures and develop a progress reporting system by 1994.
- **Initiative 2** Change employee classification/compensation/reward system
- **Initiative 3** Remove barriers to public/private partnerships
- **Initiative 4** Implement a long-range human resource plan by 1996.

Objective G: Improve the safety of the Oregon transportation system

- **Initiative 1** Improve highway safety so that Oregon is among the 10 safest states as measured by traffic deaths per million miles driven by 1997.

Objective H: Secure long-range, adequate and flexible financing for initiatives.

- **Initiative 1** Present a comprehensive transportation finance reform package to the 1993 Legislature for action.

Mark Ford outlined the relationship of the Oregon Transportation Plan funding categories to the initiatives. (Copy of chart in Commission's files, Salem.)

The Commission and staff divided into groups to discuss the objectives and initiatives.

Following the group discussion, each Commissioner summarized the concerns expressed as follows:

Chairman Hollern said his group felt that there were too many objectives and initiatives.

Chairman Hollern summarized his group's concerns for Objective A as follows:

- Objective A: Felt that increasing the alternative mode ridership by 1993 could not be done.
- Initiative 1: Supported congestion pricing in Portland. Should add: Develop a congestion pricing plan for state. Supported demonstration projects and evaluation.
- Initiatives 2 and 4: Not sure where Initiative 2 will go. Competitive bid process should be added to Initiatives 2 and 4.

Vice Chairman Whitty summarized his group's concerns for Objective A and the initiatives as follows:

- Initiative 1: Suggested the word "achieve" instead of "implement" congestion pricing in the Portland area. Some concern for the word "mid-sized" city.
- Initiative 2: Suggested adding the word "bicycle".
- Initiative 3: Suggested deleting the word "efforts". Suggested adding a measurement.
- Initiative 4: No change.
- Initiative 5: Some concern for .5% measurement; but no alternative suggested.

Commissioner Ford summarized her group's concerns for Objective A and the initiatives as follows:

- Overall consideration did not relate to rural needs. Suggested another initiative that covers rural areas.
- Initiative 3: Suggested including the words "ridesharing".
- Initiative 5: Suggested deleting as Initiative 3 is sufficient.

Commissioner Brody summarized her group's concerns for Objective A and the initiatives as follows:

- Objective A: Questioned the 1.5% to 2.5%. Stated it should be a percentage that is supportable. Felt that it was important.
- Initiative 1: Suggested the words "initiate/evaluate" congestion pricing by 1996. Suggested adding demonstration projects and evaluation would come later.
- Initiative 2: Not sure that 1997 is realistic year to have in operation a passenger hub linking rail, etc.
- Initiative 3: Suggested a measurement be added.

Don Adams recommended adding an initiative for an efficient arterial system to provide strong transit.

Chairman Hollern summarized his group's concerns for Objective B and the initiatives as follows:

- Objective B: Suggested change in wordage to develop "alternative to the single occupancy vehicle" high-speed passenger service in the Interstate 5 corridor between Eugene and Portland by 1999.
- Initiative 1: Suggested adding the words "providing adequate supportive infrastructure and connections to rail".

Vice Chairman Whitty summarized his group's concerns for Objective B and the initiatives as follows:

- Initiative 1: Suggested that the hourly intercity bus service along the I-5 corridor be separate from the high speed passenger rail.
- Initiative 2: Suggested removing the words "and interconnections with hub systems".

Commissioner Ford summarized her group's concerns for Objective B and the initiatives as follows:

- Discussed adding toll on I-5 and VMT limitation on the freeway in the valley.

Commissioner Brody said there were no specific comments from her group regarding Objective B and the initiatives, except there was discussion on how it would be successful.

Commissioner Brody summarized her group's concerns for Objective C and the initiatives as follows:

- Objective C: Felt that the wordage should be more specific.

- Initiative 3: Felt that the wordage was too vague.

Commissioner Ford said her group had no specific comments concerning Objective C and the initiatives.

Vice Chairman Whitty summarized his group's concerns for Objective C and the initiatives as follows:

- Initiative 2: Suggested adding a measurement, by year 199_.

Chairman Hollern said his group felt that Objective C and the initiatives were a given and should be removed from list.

Commissioner Ford summarized her group's comments for Objective D and the initiative by saying since there is a corridor study being conducted, it is premature. The group felt it should be removed.

Commissioner Brody summarized her group's comments for Objective D and the initiative as follows:

- Objective D: Supported objective and felt it should remain.

- Initiative 1: There should be at least two projects; one project per year. Suggested changing the word from "improve" to "complete".

Suggested adding another initiative that would focus on Tri-State Project.

Chairman Hollern's group felt that Objective D and the initiative was a given.

Vice Chairman Whitty summarized his group's comments for Objective D and the initiative as follows:

- Suggested adding another initiative that would state: "construct passing lanes in rural areas on the Access Oregon Highways".

- Objective D: Suggested changing the wordage to read: Reduce traffic congestion "on Access Oregon Highways" and enhance scenic qualities in Oregon's Coastal Highway Corridor.

  Initiative 1: Suggested changing the wordage to: Complete one project per year.

Vice Chairman Whitty summarized his group's comments for Objective E and initiatives as follows:

- Initiative 1: Felt this was not an initiative. Suggested removing last two sentences.

- Initiative 2: Suggested that this initiative be removed from the list as it was not a new issue.

Commissioner Ford summarized her group's comments for Objective E and initiatives as follows:

- Objective E: Suggested wording be changed to read: Control access to major transportation corridors.

- Suggested control planning and coordinate land use and transportation planning.

Commissioner Brody summarized her group's comments for Objective E and initiatives as follows:

- Initiative 1: Suggested some reference to Land Conservation and Development Commission.

- Initiative 2: Suggested that the word "control" be changed to "manage".

Chairman Hollern summarized his group's comments on Objective E and initiatives as follows:

- Agreed with Commissioners Brody and Whitty.

- Initiative 2: Delete the words "in rural areas".

Commissioner Ford summarized her group's concerns for Objective B and the initiatives as follows:

- Discussed adding toll on I-5 and VMT limitation on the freeway in the valley.

Commissioner Brody said there were no specific comments from her group regarding Objective B and the initiatives, except there was discussion on how it would be successful.

Commissioner Brody summarized her group's concerns for Objective C and the initiatives as follows:

- Objective C: Felt that the wordage should be more specific.

- Initiative 3: Felt that the wordage was too vague.

Commissioner Ford said her group had no specific comments concerning Objective C and the initiatives.

Vice Chairman Whitty summarized his group's concerns for Objective C and the initiatives as follows:

- Initiative 2: Suggested adding a measurement, by year 199_.

Chairman Hollern said his group felt that Objective C and the initiatives were a given and should be removed from list.

Commissioner Ford summarized her group's comments for Objective D and the initiative by saying since there is a corridor study being conducted, it is premature. The group felt it should be removed.

Commissioner Brody summarized her group's comments for Objective D and the initiative as follows:

- Objective D: Supported objective and felt it should remain.

- Initiative 1: There should be at least two projects; one project per year. Suggested changing the word from "improve" to "complete".

Suggested adding another initiative that would focus on Tri-State Project.

Chairman Hollern's group felt that Objective D and the initiative was a given.

Vice Chairman Whitty summarized his group's comments for Objective D and the initiative as follows:

- Suggested adding another initiative that would state: "construct passing lanes in rural areas on the Access Oregon Highways".

- Objective D: Suggested changing the wordage to read: Reduce traffic congestion "on Access Oregon Highways" and enhance scenic qualities in Oregon's Coastal Highway Corridor.

  Initiative 1: Suggested changing the wordage to: Complete one project per year.

Vice Chairman Whitty summarized his group's comments for Objective E and initiatives as follows:

- Initiative 1: Felt this was not an initiative. Suggested removing last two sentences.

- Initiative 2: Suggested that this initiative be removed from the list as it was not a new issue.

Commissioner Ford summarized her group's comments for Objective E and initiatives as follows:

- Objective E: Suggested wording be changed to read: Control access to major transportation corridors.

- Suggested control planning and coordinate land use and transportation planning.

Commissioner Brody summarized her group's comments for Objective E and initiatives as follows:

- Initiative 1: Suggested some reference to Land Conservation and Development Commission.

- Initiative 2: Suggested that the word "control" be changed to "manage".

Chairman Hollern summarized his group's comments on Objective E and initiatives as follows:

- Agreed with Commissioners Brody and Whitty.

- Initiative 2: Delete the words "in rural areas".

Commissioner Brody summarized her group's comments on Objective F and initiatives as follows:

- Objective F: Suggested changing wording to read: Develop "processes" to allocate resources to greatest needs.

- Initiative 3: Suggested changing wording to read: "Decrease barriers to public/private partnerships" and target specific areas.

- The group felt that this objective should be included with the financial objective.

Chairman Hollern summarized his group's comments on Objective F and initiatives as they too felt it should be included with the financial objective.

Vice Chairman Whitty summarized his group's comments on Objective F as follows:

- Initiatives 2, 3, and 4 should be under Objective H. Initiative 1 is already being done.

- Objective H: Suggested wordage should be changed to read:

  Secure long-range adequate and flexible resources for the Preferred Plan.

The groups of Commissioners Ford and Brody agreed with Vice Chairman Whitty's comments to combine Objectives F and H.

The groups of Commissioners Whitty and Ford had no comments.

Commissioner Brody said her group felt that Objective G should be eliminated because it was something that is being done already as a part of daily business. She also asked what the benefit would be for Oregon to be among the ten safest states.

Chairman Hollern said his group agreed with Commissioner Brody that safety was a given, the same as preservation and maintenance. He questioned that there was reference to highway safety and should include multi-modal. His group recommended deleting Objective G.

There was agreement that the Transportation Plan needs to reference the Department's on-going commitments, such as: maintenance, preservation, safety, rural/Access Oregon Highways issue, improve speeds, and FOB standards.

Commissioner Ford summarized her group's comments by saying Objective H should be included with Objective F.

Commissioner Brody summarized her group's comments on Objective H and the initiative as follows:

- Felt the initiative was a little unclear.
- Objective H: Suggested changing the objective to read:

  Secure long-range, adequate and flexible financing for the Preferred Plan.

- Suggested adding a new initiative to "focus on 1994, 1995, and beyond".

Chairman Hollern summarized his group's comments on Objective H and the initiative as follows:

- Objective H should be combined with Objective F, but would have to be separated once it goes to the Legislature.
- Initiative 1: Suggested removing the word "reform" and adding "which, when implemented, will fully fund the OTP".

Vice Chairman Whitty summarized his group's comments on Objective H by saying Objective F, Initiatives 2, 3, and 4, should be combined.

The following paragraph lists the directives given for the various Objectives:

- Objective G: Delete.
- Chairman Hollern suggested a one-page document that would list the givens (the daily responsibilities) and the new initiatives.
- Objective F: Delete.
- Objective D: Delete, but add another initiative to Objective A which relates to rural needs (intercity bus).

  Initiative 6: Increase transportation access options in rural areas by ...

- Objective C: Delete.

Don Forbes said he would like the Commission and staff to meet in groups again to consider any gaps or additional issues on the remaining Objectives A, B, E and H.

INDIVIDUAL GROUP DISCUSSIONS WERE HELD

Commissioner Ford outlined her group's concerns on Objective A as follows:

- Initiative focused on rural concerns should be highlighted.

  Felt it should be a separate objective. If it is not a separate objective, Objective A should be rephrased to address common rural/urban objective.

- Too complex - price road infrastructure appropriately and allow market to select alternatives. User fee system - do not focus on percentages.

- Add initiative to study user fee concept (connect to Objective H).

- Initiative 4 difficult to measure.

- Initiative 1 - opposition will be great. Education program vital. Funding needed is significant.

- Encourage alternative modes by true pricing of road system.

- Delete Initiatives 4 and 5.

Vice Chairman Whitty summarized his group's concerns on Objective B as follows:

- Bus Service
  - Does it go off I-5?
  - Local transit connections
  - Terminals - where tie to train
  - Local support of communities
  - Tie into high speed rail
  - Consistent with Willamette Transportation Study
  - Finance
  - Private carrier objections
  - Customer - Mix - Commuter or Express
- High Speed Train
  - Owner support/Railroad
  - Freight interference

(Continued on next page)

- Data for support - implementation, cost, operation cost
- Customer - commute or express
- Terminals - where and who owns
- Parking at stations (I-5)
- Impact on highway investment
- Funding - level of subsidy/impact on other transportation systems
- Local transportation to get to station and after getting there
- How does it impact VMT/capita
- Air quality impact
- Urban form for Valley
- How does it tie to Willamette Valley Coordination Study work?
- Priority
- Reduction in support for LRT?

- Transportation hubs - Initiative 2

  - Regional consensus
  - Need for local transit to support intercity systems
  - Need Willamette Valley vision

Commissioner Brody summarized her group's concerns on Objective E as follows:

- Locals may not be receptive to ODOT's participation in their planning.
- Process for enforcement is somewhat unclear/untested.
- Inadequate staff resources both ODOT and locals.
- How does ODOT determine (measure) whether local plans are in compliance with Goal 12 and OTP has been achieved?
- Timeframes too tight. What will happen if deadlines are missed?
- Timeframes for Goal 12 do not match ISTEA timeframes (e.g. TIP).
- Locals may not understand ODOT's role as mandated by Goal 12 Rule.
- Land use restrictions perceived as barrier to economic development.
- Locals may not understand their own responsibilities under Goal 12 (especially outside MPOs).
- Interagency roles between DLCD/ODOT not well defined. Who is out front as "policeman"?
- Hard to control the politics around access management. Financial resources may not be adequate to address access issues.

Chairman Hollern outlined his group's concerns on Objective H as follows:

- No funds
- Existing funds not flexible
- No constitutional amendment (Trans 93).
- Increase gas tax by 4 cents for 4 years = $350 million/year
- Split stays 50/30/20
- Vehicle Registration includes $5 per year in 1994, 1996, and 1998.
- Support Governor's Task Force - tailpipe tax based on emission rate and miles driven = $200 million per year for Portland by year 2000 for transit
- Department uses flexible ISTEA to implement OTP
- Increase bonding authority to $500 million
- Missing elements:
  - Measure 5 limits locals ability to fund transportation
  - Match for non-highway ISTEA
- Legislation to give other 5 metro areas ability to use payroll tax for transit without vote. 1/2 cent jet fuel; 2 cents aviation.
- First-time registration fee?

- Measure 5 support

  - GAP:
    - Willamette Valley rail - Southern Pacific on board?

      - Cost responsibility
      - Timing on collection of tailpipe tax
      - Specific transit operating gaps

Chairman Hollern inquired how do these objectives help the Department achieve the vehicle miles traveled (VMT) goals?

Don Forbes said with this guidance as presented, the staff will return in December with the following:

1) Redrafted Objectives and Initiatives

2) Broaden list, beyond initiatives, of things the Department will do.

3) List of questions with answers which the Department is likely to be asked by constituents, legislators, and key stakeholder groups.

The work session adjourned at 5:20 p.m.

At 8 a.m., October 27, 1992, the Transportation Commission continued their work session with the same persons present, except for Tom Lulay and Paul Norris. John Rist joined the work session.

Chairman Hollern reviewed some of the funding options for implementing the Oregon Transportation Plan. There was discussion concerning the funding proposals, securing support, timing, legislative filing deadlines, and transit operating assistance. There was discussion concerning meeting with the Aviation Advisory Committee, Traffic Safety Committee, and transit constituencies in January and February 1993.

There was also discussion on the following topics:

- Bonding authority.
- What role the Regions should play in securing support for the Transportation Plan and for other legislative issues.
- Preparation of a white paper of specific projects explaining what the funding proposal would and would not accomplish.
- Preparation of an Executive Summary to accompany the Transportation Plan and a video.

Chairman Hollern asked for a detailed draft at the November meeting on the communication strategy in support of the Transportation Plan.

Chairman Hollern called for a five-minute recess and the work session reconvened at 9:30 a.m.

Judy Gregory updated the Commission on the reorganization of the Human Resource and Organizational Development Branch. She also discussed the affirmative action program, DBE Program, and teambuilding issues. She listed her 1993-1995 initiatives and FY 1992 goals and strategies for the Branch. She informed the Commission that the DBE/OJT portion of the construction program will be transferred to Technical Services within three years.

Judy Gregory also discussed the issues involving the Department's reorganization and its effect on the classification and compensation system for management and non-management employees. She indicated she is working with the Executive Department to resolve some of the concerns. The Commission indicated their support. Mr. Forbes said a strategy would be prepared and presented to the Commission later.

Tony Lewis briefed the Commission on the 1993-1995 budget request. He said two budgets have been prepared; one under the current law and one under the proposed restructure. He reviewed the substantive adjustments and changes since the last briefing with the Commission. He said the changes are in Transportation Development, Transportation System Operations, and Central Administration. (See white paper in Commission's files, Salem.)

In response to one of the budget requests for an additional $8 to $16 million for corridor studies, the Commission asked for an update on these studies. Mr. Meyerhoff said the staff can make a presentation at the November meeting.

Mr. Lewis asked for direction on the following budget shifts and adjustments:

- **Branch Remaining Issues** -- Internal budget shifts and adjustments:
  - Development:
    - Seeking an additional $8 to $16 million for corridor studies.
    - LRT -- Finance package continues to change; budget will be adjusted to include an estimated expenditure of $78 million for 1993-95.
  - Operations -- Agreement on capital construction projects, including needs for the ODOT Building.
  - Central Administration
    - HRM:
      - $2 million for new personnel information system -- hardware and software development
      - $250,000 for ODOT Wellness Program
      - $626,000 for 6 additional positions -- meeting ODOT's changing needs.
    - ISB:
      - $1.8 million ODOT Information Resource Management Plan covering voice and data, and GIS System Plan.
      - $3.5 million for Advanced Delivery Environment (ADE) plan -- planning and positioning ISB staff for the future.
      - $2.1 million for Data Management Program.
      - $2.7 million for Information Management -- Application re-engineering and office products.
- Debt Service:
  - $10 million increase for potential LRT bonding.
  - $10 million increase for proposed highway bonding authority request of $69.2 million

The Commission felt that the corridor studies was a given as the studies are underway. The Commission asked the staff to come back with more detailed information on the request for additional funding.

Mr. Lewis also discussed the surplus property targets and reviewed a Property Management inventory status chart from 1987 to 1994.

Vice Chairman Whitty expressed concern for the process used in right-of-way acquisition. He said he would be willing to help and asked that copies of the documents used in this transaction be mailed to him for review.

Bob Royer told of the process for developing the Access Oregon Highways (AOH) Program. He mentioned that the intent was to provide a focus for a certain portion of the State Highway Revenue. Since the approval of AOH, some have chosen to use it as a promotional tool for the State. As a result, there has been growing pressure to expand the size of AOH. He explained that the OTP also addressed the issue of which routes are the most important to the State. The system now known as the Statewide Level of Importance was again expanded somewhat to account for the importance of other modes. This system is referred to in the Plan as The Preferred System. He mentioned that ISTEA called for the establishment of a National Highway System and that system is being developed and studied at the present time. He commented this system could also have the potential of becoming a promotional tool, even though its intent is to provide focus for a certain portion of the Federal Highway Program. He asked the Commission's direction on what should be the driving force for Oregon's Transportation System. Should it be the Access Oregon Highway, the National Highway System or the Transportation Plan? He presented six approaches and the Commission agreed on Approach 5 shown below:

APPROACH 5

I. Aggressively promote the OTP as the driving force behind Oregon's transportation program.

II. Leave AOH as is. Complete AOH as promised.

III. Work with the Department of Economic Development on promotional programs to highlight the Preferred System and the importance it has to the state.

Pros

1. OTP is the driver of the state's transportation program.
2. Commitments are met.

Cons

1. Initial problems with AOH size still exist.

Bob Royer reviewed the process for the National Highway System. There was discussion concerning the various highways and the Illustrative National Highway System Map. Mr. Royer pointed out that the R-Team will develop the way highways are prioritized. He said the Region Managers are working with local governments and others to formulate a recommended National Highway System for Oregon. Public meetings will be held in January or February on Oregon's proposal and Commission approval will be obtained prior to submittal to FHA in April.

The Commission tentatively set November 1 and 2, 1993, for their annual work session at Silver Falls Conference Center.

The Commission also reviewed the proposed 1993 and 1994 meeting dates. It was agreed to change the meeting day from Tuesday to Wednesday. The following is a list of proposed Commission meeting dates:

1993

Wednesday, January 20	Salem
Wednesday, February 17	Salem
Tuesday, March 16 and Wednesday, March 17	Florence (US101 Corridor update)
Wednesday, April 21	Salem
Wednesday, May 19	Salem
Wednesday, June 16	Salem
Tuesday, July 20 and Wednesday, July 21	Portland area
Wednesday, August 18	Telephone
Tuesday, September 14 and Wednesday, September 15	Medford
Wednesday, October 20	Salem
Wednesday, November 17	Salem
Wednesday, December 15	Telephone

1994

Wednesday, January 19	Salem
Wednesday, February 16	Salem
Tuesday, March 15 and Wednesday, March 16	Forest Grove
Wednesday, April 20	Salem
Tuesday, May 17 and Wednesday, May 18	Lakeview
Wednesday, June 15	Salem
Tuesday, July 19 and Wednesday, July 20	Corvallis
Wednesday, August 17	Telephone
Tuesday, September 20 and Wednesday, September 21	Madras or Prineville
Wednesday, October 19	Salem
Wednesday, November 16	Salem
Wednesday, December 21	Telephone

The Commission agreed to the following meeting dates in December:

December 14, 1992, 1:30 p.m., 122 Transportation Building, Salem, for the Oregon Transportation Plan Steering Committee

December 15, 1992, 8:30 a.m., 122 Transportation Building, Salem, formal meeting of Oregon Transportation Commission.

Tony Lewis explained the Oregon statutes allow gas dealers a tax credit for motor vehicle fuel that is a mixture of at least 10 percent ethanol. He said the dealers are blending 9 1/2 percent and the Department has been considering it as 10 percent. A question has been raised whether the Department is complying with the law. The Commission agreed that from now on the mixture must be 10 percent ethanol in order to receive a tax credit.

Jane Hardy Cease asked the Commission what types of information would be helpful to them on the DMV Information Systems Project concerning replacement of its field office computer equipment. There was considerable discussion on the implementation of this project. Mrs. Cease said she would have their independent auditor make quarterly reports to the Commission.

Tony Lewis said revised statutes have been sent to the Legislative Counsel covering the reorganization of the Department to establish a single agency. He mentioned that certain statutes have been identified as obsolete and others have required revisions. He asked for guidance on the following proposed statute revisions:

1) ORS 366.210: Cost of administration limitation of 10% for highway work.

   The Commission agreed to leave the statute as is.

2) ORS 366.835: Travel Information Council. The reorganization issue concerns removing the Commission Chair from the Travel Council. The policy issue is eliminating the statute creating the Council because it has been recommended that it be privatized.

   The Commission agreed to leave the statute as is.

(Continued on next page)

3) ORS 802.100: Payment of administrative costs under a unified Department of Transportation. Under current statute, the DMV administrative expenses are paid from the DMV Administrative Account before money from the account is transferred to the State Highway Fund. When the funds are transferred from the DMV Administrative Account to the Highway Fund, it is split between the Highway Fund and local governments. Since it is proposed that DMV will be dissolved and the Department will be a single agency, the issue of what administrative costs are deducted before the split must be decided. Mr. Lewis presented four scenarios. (Copy of written scenarios in Commission's files, Salem.)

The Commission agreed to leave the statute as is.

Paul Meyerhoff said he had met recently with the Bicycle Advisory Committee to discuss their future growth. He said the Committee would like to be more involved in an educational role and would like to see intermodal connections with bicycles, such as park and rides and bicycle transport. He stated a revised mission, a specific goal, and a program covering education, safety, and planning is being prepared. Following Commissioner Ford's suggestion to focus on pedestrian issues, there was discussion about expanding the Committee to add a pedestrian advocacy. Commissioner Ford said the staff may want to contact the City of Ashland as they had a pilot program covering bicycle/pedestrian safety. Commissioner Brody suggested coming back to the Commission with a recommendation on possibly expanding the Committee and when the proposed mission, goal, and program are prepared.

Don Forbes asked the Commission and staff for their critique of the work session. It was the general consensus that it was helpful for the staff to receive the Commission's directions and for the Commission to receive information from the staff. Commissioner Ford expressed the feeling that it was beneficial to have the Region Managers present. Chairman Hollern suggested that when a work session is held before an election, it would be interesting to have a guest speaker at dinner explaining some of the issues. Commissioner Ford asked the staff to prepare for the Commission a paper on the background of the newly-elected legislators.

The work session adjourned at 12:17 p.m. Following lunch, the Commission left the work session and the staff remained to discuss the directions given by the Commission.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Commission Services

Roger L. Breezley, Member

MINUTES
of the
OREGON TRANSPORTATION COMMISSION MEETINGS

TOUR
DINNER
NOVEMBER 16, 1992

FORMAL MEETING
LUNCH
NOVEMBER 17, 1992

SEASIDE, OREGON

At 2 p.m., November 16, 1992, the Oregon Transportation Commission and staff met at the Shilo Inn Oceanfront in Seaside for a tour on a Gray Line Company bus. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
William Anhorn, Deputy Director and State Highway Engineer
Arlene Post, Manager, Community and Governmental Relations
Paul Meyerhoff, Manager, Transportation Development
Ken Husby, Region 2 Manager
Rick Sjolander, Region 2
Gary Johnson, Region 2
Eldon Everton, District 1 Manager
Fran Neavoll, Community and Governmental Relations

Bill Barrons, Clatsop County Manager, also joined the Commission on the tour.

The following projects were viewed on the tour:

1) Pacific Way-Dooley Bridge Project, Oregon Coast Highway (US101)
Urban Parkway
Construction Project Fiscal Year 1996
$1.3 million preliminary engineering, $11 million right of way, $15 million construction

(Continued on next page)

2) Camp Rilea-Dellmoor Loop Road, Oregon Coast Highway (US101)
Rural Parkway
Construction Project Fiscal Year 1998
$1 million preliminary engineering, $3 million right of way, $16 million construction

Ron Larsen, Manager of the Astoria Airport, conducted a tour of the Airport. He stated they were working to bring air carrier service to Astoria.

The tour continued to the Motor Vehicles Office in Astoria where the Commission was met by Sue Vernon, Manager.

Bob Miller, Executive Director, Port of Astoria, met the Commission at the Port of Astoria docks and Ron Larsen conducted the tour of the Port facilities.

E. David Blum, Division of State Lands, met the Commission at the South Tongue Point Industrial Park and explained the proposed Immediate Opportunity Fund Project. This project would involve improvement to Highway 30 as well as access to the South Tongue Point Project.

The Commission then viewed the route for the John Day River Bridge-Youngs Bay Bridge (Astoria Bypass) Project which is set for construction in Fiscal Year 1996. The Bypass Project will cost approximately $1.6 million for preliminary engineering, $2.9 million for right of way, and $22 million for construction.

The tour concluded at 5 p.m.

At 7 p.m., November 16, 1992, the Oregon Transportation Commission held a working dinner meeting with local officials at the Shilo Inn Oceanfront, 30 North Prom, Seaside. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Donald E. Forbes, Director of Transportation
Judy Gregory, Manager, Human Resource and Organization Development
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
William Anhorn, Deputy Director and State Highway Engineer
Arlene Post, Manager, Community and Governmental Relations
Ken Husby, Region 2 Manager
Fran Neavoll, Community and Governmental Relations

There were other staff persons present and approximately 18 local officials from the Cities of Seaside, Astoria, Warrenton and Cannon Beach, Clatsop County, and Port of Astoria.

After dinner, Mayor Walter Johnson welcomed the Commission to Seaside. The following individuals addressed the Commission on the economic development activities in Clatsop County:

Larry Lehman, City Manager of Seaside, showed slides of the development in Seaside.

Les McNary, Manager of Seaside Convention Center, explained how the room tax in Seaside was used and he stressed the importance of improving the highways to encourage visitors into the area.

Mike Caccavano, City Engineer of Astoria, told of their traffic problems as both Highways 30 and 101 come into downtown Astoria, including traffic coming from the State of Washington and into the Port of Astoria.

Bob Miller, Port of Astoria, stressed the importance of air and rail as a means of accessing their area.

John Williams, Administrator, City of Cannon Beach, told how tourism has increased in his city, which has caused gridlock on the streets.

Bill Barrons, Clatsop County Manager, told of the following projects:

- Development of Camp Rilea (Armed Forces Training Center)

- Land acquired by the County for a new Fairgrounds and Light Industrial Park. He mentioned the importance of the County and the State working together on the Warrenton Corridor Study.

The dinner meeting adjourned at 8:45 p.m.

On November 17, 1992, the Oregon Transportation Commission held its regular monthly meeting at the Seaside Convention Center, Riverview Room, 415 First Avenue, Seaside, beginning at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Donald E. Forbes, Director of Transportation
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
William Anhorn, Deputy Director and State Highway Engineer
Tony Lewis, Manager, Financial Services
Judy Gregory, Manager, Human Resource and Organization Development
Arlene Post, Manager, Community and Governmental Relations
Ken Husby, Region 2 Manager
Fran Neavoll, Community and Governmental Relations

There were other staff persons present.

Vice Chairman Whitty called the meeting to order and said that Chairman Hollern was testifying at a legislative committee in Salem and would return around noon.

Commissioner Ford moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the following meetings:

   a) October 20, 1992, Commission meeting
   b) October 26-27, 1992, Silver Falls Work Session

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2853 in Commission's files, Salem.)

3) Authorized payment of 1992-93 membership dues in the amount of $11,600 to the American Association of Motor Vehicle Administrators.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Manager, Human Resource and Organization Development	Exhibit C
Manager, Financial Services	Exhibit D
State Highway Engineer	Exhibit E
Program Manager	Exhibit F
Traffic Engineer	Exhibit G
Right of Way Manager	Exhibit H
Office of Operations, Maintenance/Construction Manager	Exhibit I
Bridge Engineer	Exhibit J
Region 3 Manager	Exhibit K
Region 4 Manager	Exhibit L
Supervisor, Transportation Permit Unit	Exhibit M
Assistant Attorney General	Exhibit N
Highway Controller	Exhibit O

Arlene Post reminded the Commission of the Oregon Transportation Plan Steering Committee Meeting on Monday, December 14, 1992, in 122 Transportation Building, Salem, at 1:30 p.m.

The Commission confirmed their next meeting date of Tuesday, December 15, 1992, in Salem at 8:30 a.m.

The Commission tentatively set Wednesday, January 20, 1993, in Salem at 8:30 a.m.

Arlene Post presented the 1993 Commission meeting dates. She recalled that the dates had been discussed at the Silver Falls Work Session with the recommendation for staff to return with a location in the Portland area for the July meeting. She said the recommendation is that the meeting be held in Hood River. The Commission tentatively approved the following meeting dates for 1993:

Wednesday, January 20	Salem
Wednesday, February 17	Salem
Tuesday, March 16 and Wednesday, March 17	Florence (US101 Corridor update)
Wednesday, April 21	Salem
Wednesday, May 19	Salem
Wednesday, June 16	Salem
Tuesday, July 20 and Wednesday, July 21	Hood River
Wednesday, August 18	Telephone
Tuesday, September 14 and Wednesday, September 15	Medford
Wednesday, October 20	Salem
Wednesday, November 17	Salem
Wednesday, December 15	Telephone

Don Forbes told the Commission, as a result of the Department's success on performance measurements, all State agencies will be implementing this program. He also advised them of the following conferences in which the Department would be participating:

- Transportation Research Board conference in January to discuss performance measurement/gainsharing.
- Conference on December 5 in Portland on Reinventing Government
- National conference on Organizational Ethics in February

Don Forbes said the Department is considering alternatives to move projects forward if additional funds are available in the Spring of 1993. He mentioned this funding may occur as a result of President-elect Clinton's administration to create jobs.

Judy Gregory requested the Commission's adoption of a resolution directing the Department to develop and implement procedures for a Prequalified Disadvantaged Business Enterprise Program. The resolution states the Prequalified DBE Program pertains to selected contracts involving the West Side Light Rail Project that are financed in whole or in part with Federal Funds in the amount of $50,000,000 or less, and would be advertised and awarded to certified disadvantaged business enterprises. Commissioner Brody moved for adoption of the resolution and the motion carried unanimously by the Commission. (See Miscellaneous Resolution No. 285 in Commission's files, Salem.)

Paul Meyerhoff stated that the National Association of Governor's Highway Safety Representatives has proclaimed the second week of December as "Drunk and Drugged Driving Awareness Week". He said this year the observance has been expanded from a week to a month and will be called "Drunk and Drugged Driving Prevention Month". He commented the goal is to heighten the public's awareness about the dangers of impaired driving through a schedule of coordinated events. In conjunction with the national 3-D Month, he asked for the Commission's approval to present a proclamation to the Governor for her signature designating December as "Drinking and Drugged Driving Awareness Month" in Oregon. Commissioner Ford moved for approval and the motion carried unanimously by the Commission. (Proclamation in Commission's files, Salem.)

Paul Meyerhoff presented a chart prepared by Traffic Safety, Fatal Accident Reporting System, which showed the total and alcohol-related fatalities in Oregon from 1988 through 1991. (Copy of chart in Commission's files, Salem.)

Paul Meyerhoff recalled that the Commission at their October meeting had directed the staff to make some changes in the Oregon Rail Passenger Policy and Plan. One of those changes recommended by Commissioner Brody was that the document contain a written policy. He read the policy statement as written by staff. (Copy in Commission's files, Salem.) He indicated that the changes were mailed to the Commission prior to the meeting, which included an Executive Summary (which had been condensed), the Introduction and Findings of Compliance with Statewide Planning Goals. Commissioner Brody moved that the Commission adopt the Oregon Rail Passenger Policy and Plan, including the Findings of Compliance. The motion carried unanimously by the Commission. (Copy in Commission's files, Salem.)

Ed Lee, Systems Planning Unit, updated the Commission on Corridor Planning. He said the corridor planning process on interstate and statewide highway corridors is proceeding. The effort will involve close coordination between all levels of ODOT and local governments. The planning will identify modal issues, improvement strategies, levels of access management, and other factors. He commented this will allow inclusion of appropriate language and local comprehensive plans necessary to protect and properly manage the corridors. His presentation included the following:

- What is a corridor plan?
- Why do corridor planning?
- Where does Transportation corridor planning fit in?
- Two levels of planning: general and detailed (system and refinement plans).
- What is included in general planning?
- Multi-modal elements and considerations.
- Transportation improvement zones
- What is included in system and refinement planning?
- Overall timeline during 1993-98 Six-Year Transportation Improvement Program
- Public involvement

  There was discussion concerning the value of citizens advisory committees. Tom Bender said citizen's access to information needs improvement.

- Scope of effort.

(Written presentation in Commission's files, Salem. Draft Transportation Corridor Planning Guidelines were handed the Commission, and a copy is in Commission's files, Salem.)

Paul Meyerhoff informed the Commission that at the December meeting, there will be an item requesting additional funding for the four metropolitan planning organizations to cover increased planning costs required by the passage of ISTEA and the Transportation Planning Rule.

Paul Meyerhoff requested that the Commission authorize Wanda Kennedy to enter into and sign a personal service contract with AirTech, Inc. to complete the 1992 State Aviation System Plan at a cost of $92,660. Commissioner Ford moved for approval of the request and the motion carried unanimously by the Commission.

Mark Ford recalled that at the Silver Falls Work Session, the Commission had discussed funding the Transit Districts operating needs. He handed the Commission a chart which showed the transit operations and the funding estimates. The chart indicated that the total 1992 base for the various districts amounted to $129.4 million for transit operations; an estimated $20.8 million to $33.2 million additional funding would be required for the years 1993-95; an estimated $13.9 million could be recovered by expanding the payroll tax; an estimated $8.0 million other tax (e.g. tire and battery); and an estimated $5.7 million to $12.2 million available for capital match. (Copy of chart in Commission's files, Salem.)

Vice Chairman Whitty called for a recess at 9:30 a.m., and he reconvened the meeting at 9:45 a.m.

Tony Lewis requested approval to amend a personal service contract with Public Financial Management, Inc. for the development of alternative financial strategies for implementing the Oregon Transportation Plan. He said the amendment will increase the contract by $65,000 to a new total not to exceed $160,000. The contract termination date would remain June 30, 1993. Commissioner Ford moved for approval of the amendment. The motion carried unanimously. The Commission authorized the Chief Financial Officer to sign the amendment.

Tony Lewis requested approval to appear before the January 1993 Emergency Board for approval to accept the Federal Highway Administration invitation for Oregon to become a lead state for the Northwest Task Force for coordinated motor fuel tax enforcement. He explained as a lead State, Oregon would be eligible to receive $100,000 per year through Federal Fiscal Year 1997. Commissioner Brody moved for approval of the request and the motion carried unanimously. The Commission also authorized the Chief Financial Officer to sign any necessary documents concerning this request.

Tony Lewis presented the quarterly operational business report for the period ending September 30, 1992. His report consisted of the following information:

- Actual cash balance (below $20 million) compared with March forecast - treasury and operating fund.
- Comparison of ODOT "AA-rated" bond yields with "AA" and "AAA" yield curves.
- 5th quarter major revenue analysis.
- ODOT budget versus expenditures by category.
- Agency budgets versus expenditures by major appropriation groups.
- Performance measures roll-up.
- Performance matrix concept covering efficiency and effectiveness.

(Written document in Commission's files, Salem.)

Tony Lewis reviewed two charts entitled 1993-95 Internal Budget Transfers and Capital Construction Budget Request. He recalled that the Commission had requested additional information at the Silver Falls Work Session on the budget concerning new capital construction. The Commission approved the presentation as follows:

1993-1995
Internal Budget Transfers
($ in Millions)

Construction-Before Transfers		$ 841.1
Transfers to:		
Highway Regions		
• Corridor Plans	$ 8.4	
• MPO's for LCDC Goal 12	1.7	
• Construction Project Cost	<10.1>	
Transportation Development		
• Corridor Plans	1.1	
• Transportation Demand Management for Department of Energy	.5	1.6
Human Resource Management		
• Human Resources Information System	1.0	
• Quality of Worklife Program	.3	
• Training Initiative	.2	1.5
Information Systems		
• Strategic Information Planning		
• Information Resource Plan	1.5	
• Geographic Information System	.3	
• Human Investment-Tools and Training	2.0	
• Tactical Information Management		
• Data Integration	1.0	
• System Integration	1.3	
• Eliminate Maintenance Management System and Post-Construction Information System	<2.6>	3.5
Construction-After Transfers		$ 834.5
Construction Change	=	<.8%>

(Continued on next page)

1993-95
Capital Construction Budget Request
($ in Millions)

New Capital Construction:	
LaGrande Equipment Repair Shop	$ 4.80
Maintenance Sites 93-95 14 Locations	3.40
Remodel Region 2 Building:	
ADA Elevator	0.10
HVAC	0.20
ADA Requirements - All Except ODOT Building:	
68 DMV Offices	1.20
60 Safety Rest Areas	0.24
Region District R/W & Proj. Mgr. Offices	0.81
5 Ports of Entry	0.20
ODOT Building:	
Electrical	0.70
Plumbing	0.25
ADA	0.40
Total New Capital Construction	**$ 12.30**
Carry-Over Capital Construction:	
Region 1 Office Building	$ 5.00
Complete Region 3	1.50
ODOT Air	3.00
* DMV Building Completion	6.70
Total Carry-Over Construction	**$ 16.20**
Capital Improvement - .7 in 1991-93	

* DMV Building approved in 1991-93 @ $10.70M. This amount does not contain debt service paid on COPs.

Jane Hardy Cease requested the Commission to adopt a permanent administrative rule on establishing methods of determining gross weights for trucks. She said the Commission had approved this as a temporary rule on August 26, 1992, and the rule is currently in force. The proposed adoption as a permanent rule was published in the Secretary of State's Bulletin on October 1, 1992, and no requests for a hearing were received. Commissioner Ford moved for adoption of the permanent rule (OAR 731-20-000 through 731-20-010) and the motion carried unanimously. (See Permit Administrative Rule No. 61A in Commission's files. The rule was filed with the Secretary of State on November 25, 1992, and effective that date. The rule will be published in the Administrative Rule Bulletin on January 1, 1993.)

To address the concerns of the individuals that voted for Ballot Measure 4, Jane Hardy Cease mentioned that her Department is working with the Oregon Trucking Association, Public Utility Commission, State Police, and Traffic Safety to determine any refinements in the permit provisions. (Ballot Measure 4 would have banned triple trailers from highways, but was defeated in the General Election.) She said, if the committee agrees to additional restrictions, rules can be adopted prior to the legislature. (See written letter in Commission's files for additional information.)

Jane Hardy Cease told the Commission of the successes and the issues involved with the Motor Voter Program. She informed the Commission that a fraction of the 143,000 Oregonians registered to vote through the Motor Voter Program were unable to actually do so because their names were missing from the voter records on November 3. She said at this time it is not known why these individuals were not registered; however, DMV along with the State Elections Division and County election officials are investigating the problem.

Bill Anhorn gave the Commission an update on the Congestion Mitigation Air Quality Program which was created by the 1991 Intermodal Surface Transportation and Efficiency Act. He mentioned approximately $5 million per year will be available with a 10 per cent match required. He said to be eligible an area must be in non-attainment to National Ambient Air Quality Standards established by the Clean Air Act for carbon monoxide and/or ozone; areas include Portland/Vancouver, Medford/Central Point, Klamath Falls, and Grants Pass. He reported that a committee consisting of representatives from DEQ, the non-attainment areas and the Department has met three times. The committee has developed an allocation formula that distributes funds to non-attainment areas based on tons of pollutant reduction per dollar expended. He said a program will be assembled in December based on the committee's recommendations and will be presented to the Commission for approval in January.

Bill Anhorn requested approval for a proposal for geotechnical engineering and geological exploration consultant services needed for Region 2 on the Green Timber-Pacific City Section of the Oregon Coast Highway in Tillamook County in the amount of $150,000. Commissioner Brody moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to select the contractor, award and sign the necessary contract.

Bill Anhorn requested the Commission's approval of 15 bikeway projects and 3 alternate projects for funding in Fiscal Year 1994. He said the Bicycle Advisory Committee had reviewed the grant applications from local jurisdictions and have made recommendations. He said Rex Burkholder, Chair of the Oregon Bicycle Advisory Committee, was present and wished to make some comments.

Rex Burkholder presented a letter to the Commission which outlines two challenges for their Committee:

1) Providing safe bicycle access on urban arterials and collectors.

2) Developing programs for pedestrian transportation.

Mr. Burkholder indicated that each year the number of grant applications for bicycle projects increase. He said the Committee would like to meet with the Commission to develop alternative strategies to effectively satisfy the need and desire for improved bicycle facilities in urban areas. Vice Chairman Whitty responded the Commission would be glad to meet with the Committee. (Copy of Mr. Burkholder's letter in Commission's files, Salem.)

(Continued on next page)

Commissioner Brody moved for adding the following Fiscal Year 1994 local bikeway projects and alternate projects to the Six-Year Transportation Improvement Program and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary agreements.

I. FY '94 LOCAL BIKEWAY PROJECTS

Applicant	Project	Region	Grant Amount
Baker County/City	Bikeway Master Plan	5	$ 3,638
Clatskanie	Bikeway Master Plan	1	$ 1,500
Klamath County/City	Bikeway Master Plan	4	$ 2,550
Oregon City	Bikeway Master Plan	1	$ 6,000
Portland	Bikeway Master Plan	1	$20,000
Clackamas County	Bikeway Map	1	$10,000
Corvallis	Bikeway Map	2	$ 3,000
Benton County	Reservoir Road Bikeway	2	$40,000
Oregon City	Linn Avenue Bikeway	1	$50,000
Portland	SW Mult Blvd Bikeway	1	$50,000
Redmond	Antler Ave Bikeway	4	$48,000
St. Helens	Deer Island Rd Bikeway	1	$18,200
Stayton	Gardner Ave Bikeway	2	$34,193
Phoenix	Clover Road Bikeway	3	$27,602
Tigard	121st Avenue Bikeway	1	$50,000
	TOTAL		$364,683

II. FY '94 LOCAL BIKEWAY PROJECTS: ALTERNATES

Applicant	Project	Region	Grant Amount
Tillamook County	Cape Lookout Rd Bikeway	2	$50,000
Gladstone	Glen Echo Bikeway	1	$24,000
Lake County	Roberta Ave Bikeway	4	$36,000

The alternates selected will be funded, should any of the other bikeway construction applicants decline a grant.

Bill Anhorn requested the Commission's approval of a supplemental personal service contract with Science and Engineering Analysis Corporation for hazardous waste (underground storage tank) remediation for Region 2 at four maintenance stations. He explained this supplement would add $120,000 to a new total not to exceed $320,000 and extends the contract completion date to December 31, 1993. Commissioner Ford moved for approving the supplemental contract and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary supplement.

Bill Anhorn advised the Commission on the status of two projects on which bids were received October 22, 1992, as follows:

Unity Forest Wayside-Ironside Section, John Day Highway, Baker and Malheur Counties, Contract No. 11,255. Low bidder was Steelman-Duff, Inc. in the amount of $3,293,235.60. The Commission had taken action to award the contract to the low DBE responsive bidder subject to concurrence of the Federal Highway Administration. In reviewing their proposal, an error had been made in tabulating their extension and the total bid amount listed as $3,094,570.60 was incorrect. The increased bid price negatively impacts the overall percentage of bidders's DBE commitment toward the goal of 9.46 percent. Under the rules, a contractor cannot make a correction to their DBE bid. Upon advice of the Legal Counsel, it is proposed to award to the second low bidder. A legal injunction has been filed by the contractor.

Rufus-Arlington (West Unit) Section, Columbia River Highway, Gilliam and Sherman Counties, Contract No. 11,256. Low bidder was Wildish Standard Paving Company in the amount of $7,492,570. The quantity in the proposal for Bid Item No. 46, Cold Plane Pavement Removal, was in error. The bid quantity in the proposal did not agree with the same bid quantity derived from the plans. This error in the bid document threatens the fairness and integrity of the competitive process. Upon advice of Legal Counsel, it was in the public's interest to reject all bids. Chairman Hollern on November 13, 1992, rejected all bids. The second low bidder, Kiewit Pacific Co., may contest that action.

Tom Bender, Nehalem, was present and spoke supporting the implementation of Phase 1 on the high speed rail from Eugene and Vancouver, British Columbia. He urged the Commission to proceed with the planning and implementation to extend the service from Eugene to Medford. He also requested a study of a potential rail connection from Medford to Klamath Falls to connect with California's high speed rail program.

Mr. Bender discussed energy efficiency issues and he specifically mentioned inclusion in the US101 Corridor Study. He also discussed fuel efficient vehicles. Vice Chairman Whitty responded by saying the issue of transit alternatives on US101 is an appropriate matter for discussion in terms of the Corridor Study; however, the Commission cannot create demand for or supply of fuel efficient vehicles. Commissioner Brody suggested that the staff prepare a memo for the Commission to forward to Mr. Bender outlining the Department's participation in energy efficiency issues.

Patricia Kearney, Manzanita, discussed the Adopt-A-Highway-Program. She reported that citizens have seen ODOT crews littering the highways, which will jeopardize this program. She suggested a directive be mailed to all the districts as a reminder not to litter. Mr. Forbes said it would be helpful if the citizens could provide dates, location, or a license number.

The formal meeting adjourned at 11:10 a.m.

At 12 noon, the Transportation Commission had lunch with local officials at the Seaside Convention Center, 415 First Avenue, Seaside. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) The same persons were present as at the formal meeting. Chairman Hollern joined the Commission at this time.

The luncheon was arranged by the City of Seaside with nine local officials attending the luncheon.

After lunch, the Cities of Seaside, Astoria, Warrenton, Cannon Beach, Clatsop County, and the Port of Astoria discussed the following projects that they felt were important for meeting their needs for the next six years:

- Ben Shaw, Director, Astoria Public Works Department:
  - Fernhill-John Day Project
  - Astoria Bypass
  - South Tongue Point Project

- Dave Harlan, Marketing Manager, Port of Astoria
  - Highway 30 Bypass
  - Airport Access and access to Port of Astoria

- Gil Gramson, City Manager of Warrenton
  - Fort Clatsop-Fort Stevens Bikeway

- Larry Lehman, City Manager of Seaside
  - Pacific Way-Dooley Bridge Parkway
  - Reconnaissance: Cannon Beach Jct. to Astoria Bypass Study

- John Williams, City Manager of Cannon Beach
  - Cannon Beach Entrance/Exit Study
  - Frontage road through Cannon Beach (jurisdictional consideration)

- Bill Barrons, Clatsop County Manager
  - Warrenton Corridor Study
  - North Coast Industrial Park and access to new County Fairgrounds
  - Airport Access Road
  - Ft. Clatsop-Ft. Stevens Bikeway

(A list of projects that are shown in the Six-Year Transportation Improvement Program for Clatsop County was handed to the Commission. Copy in Commission's files, Salem.)

Chairman Hollern closed the luncheon by discussing the bypass concept and access control issues.

The luncheon adjourned at 1 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice ~~Chairman~~

Susan Brody, Member

Cynthia J. Ford, Member

Community and Governmental Relations

Roger L. Breezley, Member

EXHIBIT A
MINUTES OF 11/17/92

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - GREENWOOD AVENUE & 3RD STREET INTERSECTION (BEND) SECTION

County: Deschutes
Type of Work: Grading, Paving, Signing, Signals, & Illumination

Highway: THE DALLES-CALIFORNIA (US-97) (3RD STREET--BEND) (US-97) F.A. No. DSB-4-2(29)

No. of Bidders: 8 — Contract No.: 11238
Low: Co-Bridge, Inc ., Bend, OR — $94,130.00
2nd: Dice Construction, Inc., Bend, OR — $104,055.00
3rd: Albany Electric, Inc., Albany, OR — $106,763.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#2 - PACIFIC HIGHWAY (I-5) @ SPRR U'XING AND CONCOMLY ROAD U'XING, & OLD OREGON TRAIL (I-84) U'XING OF COVE AVENUE (LA GRANDE) SECTION

County: Marion, Umatilla & Washington
Type of Work: Protective Fencing

Highway: PACIFIC (I-5) & OLD OREGON TRAIL (I-84) STATE OPERATIONS PROJECT

No. of Bidders: 7 — Contract No.: 11239
Low: Holm II, Inc., Stayton, OR — $68,099.60
2nd: Coral Construction Company, Wilsonville, OR — $74,416.00
3rd: Mocon Corporation, Portland, OR — $98,028.20

Engineer's Recommendation: Award to low responsive bidder.

#3 - CORVALLIS BYPASS LANDSCAPING SECTION

County: Benton
Type of Work: Landscaping

Highway: CORVALLIS-NEWPORT (US-20) F.A. No. STP-21-1(20)

No. of Bidders: 5 — Contract No.: 11240
Low: S. & L. Landscaping, Tigard, OR — $164,254.00
2nd: Paul Bros., Inc., Boring, OR — $168,053.00
3rd: Anderson's Erosion Control, Inc., Junction City, OR — $204,720.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 10-2-92

EXHIBIT A
MINUTES OF 11/17/92

#4 - HALSEY STREET UNDERCROSSING BRIDGE (#13516) SECTION

County: Multnomah
Type of Work: Structure
Highway: COLUMBIA RIVER (I-84)
SPECIAL MAINTENANCE PROJECT

No. of Bidders: 9
Contract No.: 11241
Low: Holm II, Inc., Stayton, OR $374,380.58
2nd: Mocon Corporation, Portland, OR $431,150.00
3rd: K-2 Construction Co., Portland, OR $434,827.00

Engineer's Recommendation: Award to low responsive bidder.

#5 HIGHWAY (OR-212) @ 232ND DRIVE SECTION

County: Clackamas
Type of Work: Grading, Paving, Signals, & Signing
Highway: CLACKAMAS-BORING (OR-212)
STATE PROJECT

No. of Bidders: 7
Contract No.: 11242
Low: Wildish Standard Paving Co., Eugene, OR $404,088.00
2nd: Oregon Asphaltic Paving Co., Inc., Portland, OR $462,208.00
3rd: Eagle-Elsner, Inc., Tigard, OR $466,055.06

Engineer's Recommendation: Award to low responsive bidder.

#6 - MCKENZIE HIGHWAY PASSING BAYS SECTION

County: Lane
Type of Work: Grading, Paving, and Signing
Highway: MCKENZIE (OR-126)
F.A. No. STP-28(26)

No. of Bidders: 5
Contract No.: 11243
Low: JAL Construction, Inc., Bend, OR $919,498.66
2nd: Delta Sand & Gravel Co. & Babb Const., dba Delta Construction Co., Eugene, OR $948,135.89
3rd: James W. Fowler Co., Dallas, OR $995,135.75

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 10-2-92

EXHIBIT A
MINUTES OF 11/17/92

#7 - UPRR (GRAHAM ROAD) BRIDGE #6967 SECTION

County: Multnomah
Type of Work: Grading, Structure, Paving, Signing, Illumination, & Signals

Highway: COLUMBIA RIVER (I-84) & GRAHAM ROAD (TROUTDALE)
F.A. No. STP-84-2(35)018

No. of Bidders: 11

Contract No.: 11244

Low: F. E. Ward, Inc., Vancouver, WA — $2,023,604.00
2nd: Hamilton Construction Co.(Oregon), Springfield, OR — $2,038,933.00
3rd: Holm II, Inc., Stayton, OR — $2,064,792.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#8 - UMATILLA - McNARY SECTION

County: Umatilla
Type of Work: Grading, Structures, Paving, Signing, and Signals

Highway: COLUMBIA RIVER (US-730)
F.A. No. NH-18(8)

No. of Bidders: 8

Contract No.: 11245

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR — $2,668,115.25
2nd: Weaver Construction Company, La Grande, OR — $2,753,421.75
3rd: North Central Construction, Inc., Moses Lake, WA — $2,904,674.70

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#9 - NW HOOKER ROAD - NE ALAMEDA AVENUE

County: Douglas
Type of Work: Grading, Structures, Paving, Signing, Signals, & Water System

Highway: OAKLAND-SHADY (OR-99)
F.A. No. STP-55(19)

No. of Bidders: 4

Contract No.: 11246

Low: Roseburg Paving Company, Roseburg, OR — $3,329,754.95
2nd: Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, OR — $3,811,716.50
3rd: J. C. Compton Contractor, Inc., Mc Minnville, OR — $3,937,452.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Roseburg and receipt of deposit from the City.

Approved by Chairman
Michael P. Hollern
Date 10-2-92

EXHIBIT A
MINUTES OF 11/17/92

On October 2, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on September 24, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 3, 6, 7, 8, and 9, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 9 day of October, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On September 24, 1992, approved terminating Contract No. 11,060 with Mocon Corporation for the dry fire main on the Glenn Jackson Bridge, East Portland Freeway, Multnomah County. The contractor has failed to perform the contract in a faithful manner according to all of its terms and conditions. In addition, the contractor has failed to supply proper materials for the efficient prosecution of the project and has been guilty of a substantial violation of the contract by failure to make progress. (Contract was terminated on October 2, 1992, which was seven days subsequent to notification of the contractor and surety on September 25, 1992.)

Dated this 9 day of October, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

October 5, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

1) An interagency agreement with Department of Geology and Mineral Industries (DOGAMI) to drill geophysical logging boreholes for DOGAMI. ODOT has crews in the area conducting drilling as a part of the Seismic Design Study. DOGAMI will contribute $30,000 to ODOT for this work. (Bill Anhorn approved October 7, 1992. Authorize State Highway Engineer to sign the necessary agreement.)

2) Continue the partnering program with construction contractors to develop good working relationships on a project betwen the contractor and state personnel, resolve disputes at the project level, and avoid costly lawsuits. Both State and contractor personnel feel that this process is working and the process has been instrumental in helping to resolve a number of issues on several projects.

   Grant authority to enter into two consultant contracts to conduct about ten partnering workshops in 1993 at a total estimated cost not to exceed $50,000. Two consultants would provide some variation on workshop techniques. (Approved by Bill Anhorn on October 7, 1992. Grant State Highway Engineer authority to select consultants, award, and sign contract.)

731-0314A (10-90)

EXHIBIT A
MINUTES OF 11/17/92

3) Supplement No. 2 to personal service contract with Judy Struloeff covering physical and drug testing for entry level applicants who work in physically demanding and safety-sensitive areas. Supplement increases the funding by $8,000 to a new sum not to exceed $23,000 to cover additional employees in the sign and landscape crews in Region 1. (Approved by Bill Anhorn approved on October 7, 1992. Authorize State Highway Engineer to sign supplement.)

4) Supplemental to a personal service contract with Coffey Laboratories Inc. to continue the chemical testing for the cleanup of underground fuel storage tanks. Amendment will add an additional $30,000 and extend the contract to March 1993. (Approved by Bill Anhorn on October 8, 1992. Authorize State Highway Engineer to sign supplement.)

Dated this 9 day of October, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

October 8, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) An interagency agreement with University of Oregon, Community Planning Workshop, to perform a public opinion survey as part of the Corridor Planning Process. The survey would be completed by July 1, 1993. This survey was included as part of Transportation Development Branch's FY93 consultant budget request and will be funded with $30,000 of State funds. (Authorize Manager of Transportation Development Branch to sign necessary agreement.)

Dated this 27 day of October, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

October 26, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following actions and report these actions for your official records:

1) On September 15, 1992, signed the Fiscal Year 1993 Entitlement Grant Application to the Federal Railroad Administration for rail planning activities under the Local Rail Freight Assistance Program. Cost: $52,000; PUC funding $16,000. (Transportation Commission approved funding in the amount of $41,000 on September 15, 1992.)

2) On September 28, 1992, signed a personal service contract with Navran Associates covering Pride in Public Service Program, Phase II. This contract is effective October 2, 1992, through March 31, 1995, at a cost not to exceed $102,773.76. (Transportation Commission approved October 15, 1991. Judy Gregory signed for Director.)

Dated this 21ST day of Oct, 1992

Don Forbes
Director

October 13, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organizational Development, the following actions were taken:

1) On August 24, 1992, approved a personal service contract with InnoVision Human Relations Development Corporation for one-day diversity training workshop for Managers in Salem. This contract is effective August 24 through September 30, 1992, at a cost not to exceed $4,100.

2) On September 25, 1992, approved a personal service contract with Traci A. Loveland to teach problem solving workshops to Department of Transportation employees. These workshops are to be held October 27 through November 10, 1992, at a cost not to exceed $1,200.

Dated this 16th day of October, 1992

Judy Gregory
Manager, Human Resource and Organizational Development

October 13, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of Financial Services, the following action was taken:

1) On September 24, 1992, signed an amended intergovernmental funding agreement with Tri-Met for the Westside Light Rail Corridor Project. Amendment allows State committed Hillsboro funds to be advanced for the project to 185th. (Transportation Commission approved August 26, 1992. Director authorized Tony Lewis to sign.)

Dated this 14 day of October, 1992

Tony Lewis

Tony Lewis
Manager of Financial Services

October 13, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Traffic signal on the Greenwood Avenue and Third Street Intersection of The Dalles-California Highway in Deschutes County. Bids received September 24, 1992. Contract No. 11,238 awarded on October 8, 1992, to Co-Bridge, Inc., Bend, at $94,130.00.

2) Landscaping on the Corvallis Bypass Section of the Corvallis-Newport Highway in Benton and Linn Counties. Bids received September 24, 1992. Contract No. 11,240 awarded on October 8, 1992, to S & L Landscaping, Inc., Tigard, at $164,254.00.

3) Work on the McKenzie Highway Passing Bays in Lane County. Bids received September 24, 1992. Contract No. 11,243 awarded on October 8, 1992, to JAL Construction, Inc., Bend, at $919,498.66.

4) Work on the U.P.R.R. (Graham Road) Bridge No. 6967 Section of the Columbia River Highway in Multnomah County. Bids received September 24, 1992. Contract No. 11,244 awarded on October 8, 1992, to F.E. Ward, Inc., Vancouver, at $2,023,604.00.

5) Work on the Umatilla-McNary Section of the Columbia River Highway in Umatilla County. Bids received September 24, 1992. Contract No. 11,245 awarded on October 8, 1992, to J.C. Compton Contractor, Inc., McMinnville, at $2,668,115.25.

Dated this 14th day of OCTOBER, 1992

William Anhorn
State Highway Engineer

October 13, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On August 14, 1992, approved a joint resolution with Lane Council of Governments certifying that Eugene-Springfield Metropolitan area is in compliance with Federal transportation planning requirements.

2) On September 10, 1992, signed Supplement No. 1 to a personal service contract with CH2M Hill Northwest, Inc., covering seismic retrofit prioritization of state bridges. The supplement changes the contract language. (Transportation Commission approved August 20, 1991.)

3) On September 21, 1992, signed an agreement with Chemeketa Community College for cave-in protection and competent person training. This agreement is effective September 22, 1992, through December 20, 1992, at a cost not to exceed $32,061. (Chairman Hollern approved September 11, 1992.)

4) On September 22, 1992, signed an agreement with Malheur County covering construction of Trenkel Hill Scenic Vista turn-out on the Central Oregon Highway at MP 253.0. (Transportation Commission approved July 21, 1992, as part of the Six-Year Highway Improvement Program.)

731-0314A (10-90)

5) On September 23, 1992, signed Supplement No. 3 to a personal service contact with W & H Pacific, Inc., to correct total dollar amounts from previous supplements covering preliminary engineering services for the Columbia City N.C.L.-Warren Section of Lower Columbia River Highway in Columbia County. (Transportation Commission approved September 19, 1989.)

6) On September 28, 1992, signed an agreement with Marion County covering construction of a left-turn refuge at the intersection of McKay Road on Hillsboro/Silverton Highway, No. 140. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

7) On September 28, 1992, signed a supplemental interagency agreement with Oregon State University for evaluation of rutting potential of asphalt concrete mixtures. This supplement adds an additional $1,500 to a new total not to exceed $66,500 and includes a change in the work plan. (Transportation Commission approved February 19, 1992.)

8) On September 29, 1992, signed an interagency agreement with Portland State University for analysis of the Pile-Soil-Nailed Wall Interaction for the Swift-Delta Interchange Project. (Chairman Hollern approved June 25, 1992.)

9) On September 30, 1992, signed an agreement with Lane County for inspection and maintenance on eleven covered bridges. (Transportation Commission approved December 17, 1991.)

10) On September 30, 1992, signed an agreement with Lane County for inspection and maintenance on Belknap Covered Bridge. (Transportation Commission approved December 17, 1991.)

11) On September 30, 1992, signed an agreement with Lane County for inspection and maintenance on Goodpasture Covered Bridge. (Transportation Commission approved December 17, 1991.)

EXHIBIT E
MINUTES OF 11/17/92

12) On September 30, 1992, signed an agreement with Lane County for inspection and maintenance on Office Covered Bridge. (Transportation Commission approved December 17, 1991.)

13) On September 30, 1992, approved an intergovernmental agreement between the Forest Service for the Department's Technology Transfer Center to extend their services to the Forest Service District offices. Forest Service will pay ODOT $12,000 for extending the Circuit Rider Program to the National Forests in Oregon.

Dated this day 19TH of OCTOBER, 1992

William Anhorn
William Anhorn
State Highway Engineer

October 13, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On September 14, 1992, signed an agreement with Harney County covering replacement of Silvies River (Lawn Lane) Bridge. (Program Section Manager approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

2) On September 14, 1992, signed an agreement with Morrow County covering replacement of the Willow Creek (Mollahan Ranch) Bridge. (Program Section Manager approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

3) On September 14, 1992, signed an agreement with Morrow County covering replacement of Blackhorse Canyon (County Rd. 719) Bridge. (Program Section Manager approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

4) On September 14, 1992, signed an agreement with City of Stayton covering construction of First Avenue Improvements Phase II Project. (Program Section Manager approved project September 28, 1992. Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program.)

5) On September 22, 1992, signed an agreement between City of Umatilla and Umatilla County to reconstruct, widen and overlay of the Columbia River Highway, from Umatilla-McNary and to widen the Union Pacific Railroad Overcrossing Bridge on the Columbia River Highway. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

6) On September 22, 1992, signed an agreement with City of Heppner covering replacement of Willow Creek (S. Court St.) Bridge #49802. (Program Section Manager approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

7) On September 22, 1992, signed an agreement with Yamhill County to construct a new Chehalem Creek Bridge #11717. (Program Section Manager approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

8) On September 22, 1992, signed an agreement with Lake County covering the Dry Creek Bridge Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project on September 28, 1992.)

9) On September 25, 1992, signed an agreement with Jackson County covering the Butte Falls Road Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project on September 28, 1992.)

10) On September 25, 1992, signed an agreement with Jackson County covering the Applegate Road Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project on September 28, 1992.)

11) On October 2, 1992, signed an agreement with Crook County covering the Little Bear Creek Bridge, Ochoco Ranger Station Road No. 123 Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project on September 30, 1992.)

12) On October 2, 1992, signed an agreement with City of Prineville covering construction of the Locust Street Extension Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project on September 30, 1992.)

EXHIBIT F
MINUTES OF 11/17/92

13) On October 5, 1992, signed agreement with Clatsop County covering replacement of the Skipanon River (Perkins Road) Bridge. (Program Section Manager approved March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

14) On October 5, 1992, signed agreement with Clatsop County covering replacement of the Lousignot Creek (Old 77-Vesper) Bridge. (Program Section Manager approved March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

Dated this 19th day of October, 1992

Cam Gilmour
Cam Gilmour, Manager
Program Section

October 13, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

October 20, 1992

COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FUND EXCHANGE					
Little Bear Cr. Br. Crook County		$ 186,126	$ 174,958		9/30/92
Locust St. Ext. City of Prineville		57,154	53,725		9/30/92
First Avenue City of Stayton		26,722	25,119		9/28/92
Dry Cr. Br. Lake County		91,345	85,864		9/28/92
Applegate & Butte Rds. Jackson County		663,788	623,962		9/28/92
Cordon Rd. Marion County		689,000	647,660		9/24/92

Approved _____
Cam Gilmour, Manager
Program Section

Date 10/20/92

MKS011.sab

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On August 20, 1992, approved a temporary parking prohibition on the Pacific Highway (I-5) from M.P. 208.00 to M.P. 210.00 due to a concert scheduled just off the freeway at Exit 209 (Harrisburg) in Lane and Linn Counties. (This prohibition is from August 21 through 23, 1992.)

2) On August 21, 1992, approved a temporary parking prohibition on the Crater Lake Highway from M.P. 0.8 to M.P. 3.6 (both sides), City of Medford, Jackson County. (This prohibition is August 29 and 30, 1992.)

3) On August 31, 1992, established a 45 MPH speed zone on the Albany-Junction City Highway in Linn County from M.P. 32.09 to M.P. 32.31, north city limits of Junction City. See Speed Zone Order No. 1021.

4) On September 1, 1992, approved a supplemental agreement with the City of North Bend to redefine responsibilities pertaining to the maintenance and electrical power consumption related to the operation of the traffic signal at the intersection of Newmark Street and Broadway Street.

5) On September 3, 1992, approved a parking prohibition on Salem-Dayton Highway in Yamhill County from M.P. 7.15 to M.P. 7.17, (west side) Community of Grand Island.

6) On September 3, 1992, approved two "No Turn on Red" restrictions in City of Eugene on Pacific Highway West in Lane County at M.P. 123.38 (7th Avenue and Washington Street and 7th Avenue and High Street).

EXHIBIT G
MINUTES OF 11/17/92

7) On September 8, 1992, established a 45 MPH speed zone on the Oregon Coast Highway in Tillamook County from M.P. 43.10 to M.P. 44.73, west city limits of Nehalem. This action rescinds Speed Zone Order No. 1005 dated November 7, 1991. See Speed Zone Order No. 1022.

8) On September 22, 1992, approved an agreement with Sisters of St. Mary of Oregon, Washington County and the City of Beaverton for installation of a traffic signal and illumination at the access to their property on S.W. Farmington Road at its intersection with 149th Avenue and to install an interconnect system from 149th Avenue to the existing signal at the intersection of S.W. Farmington Road and Murray Boulevard.

Dated this 16 day of October, 1992

Dwayne Hofstetter, Traffic Engineer

October 13, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

DESCHUTES RIVER-HIGHWAY 97 SECTION OF THE MCKENZIE-BEND HIGHWAY

6105002	Ron D. Hanson and Joni Hanson	Offer:	$ 600.00

MT. HOOD - LONG PRAIRIE RD. SECTION OF THE MT. HOOD HIGHWAY

57153	Mt. Hood Assembly of God	Offer:	$ 17,860.00

NORTH ROSEBURG INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

6112024	DTS, Inc.	Offer:	$ 1,940.00
6112033	Shirley A. Cairns, et al		19,200.00

O'XING S.P.R.R. - I-5 SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

6144001	Theodore T. Anderson, et al	Offer:	$ 3,350.00
6144002	Geoffrey A. Stark, et al		5,500.00
6144004	Charles A. Bass, et al		33,700.00

SILVERTON RD. - STATE ST. SECTION OF THE PACIFIC HIGHWAY

6027125	Circle K Convenience Stores, Inc.	Offer:	$ 19,500.00

SW CENTER-SW 76TH AVE. SECTION OF THE SUNSET HIGHWAY

6125010	Paul S. Petterson, et al	Offer:	$ 85,000.00

Dated this 30th day of October, 1992.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

EXHIBIT H

MINUTES OF 11/17/92

DATE: **NOVEMBER, 1992**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **CLACKAMAS COUNTY**: **SE HINKLEY-LAKE RD. INTERCHANGE - E. PORTLAND FRWY.**: File 46236 - Containing 403 Sq. Ft. (to correct a survey error on File 57628); No monetary amount; Approved 10/29/92.

2) **JACKSON COUNTY**: **SAM'S VALLEY SECTION - RAMSEY CANYON HIGHWAY**: File 13048 - Containing 3.48 Acres; $13,500; Approved 10/08/92.

3) **MULTNOMAH COUNTY**: **COLUMBIA RIVER-HINKLEY - EAST PORTLAND FREEWAY**: File 43443 (includes 45943, 46306, & 46373) - Containing 11,823 Sq. Ft.; $17,000; Approved 10/19/92.

4) **MULTNOMAH COUNTY**: **HIGHLANDS INT.-STADIUM FREEWAY - SUNSET HIGHWAY**: File 33781 - Containing 2,376 Sq. Ft; $2,000; Approved 10/29/92.

5) **MULTNOMAH COUNTY**: **N. PORTLAND HARBOR-N. RUSSELL - PACIFIC HIGHWAY**: File 38147-B - Containing 1,522 Sq. Ft.; $2,300; Approved 10/29/92.

AGREEMENTS: (35-48)

6) Highway Easement Deed from USA, DOT, FHWA for **LANE COUNTY LINE-ODELL MAINTENANCE STATION SECTION**; Klamath County; File No. 6008 013; Approved 10/27/92.

7) Lease and Sale of Materials agreement between Gordon Summers, Debbie Summers, Howard Barton and Barbara Barton and ODOT wherein the Lessors authorize and empower State to enter upon their premises for the purpose of removal of material suitable for rock inlay, riprap and other allied purposes; File 6005 010; **M.P. 50-IDAHO STATE LINE - BAKER-COPPERFIELD HIGHWAY**; Baker County; Term of lease - five years, commencing 1/01/93 and terminating on 12/31/97; Cost $0.35 per cubic yard; Approved 10/29/92.

INDENTURES AND GRANTS OF ACCESS: (35-54)

8) File 14402 - Indenture of Access with Greenpatch Farm, Inc. on the westerly side of the **NEWBERG-DUNDEE SECTION** of the **PACIFIC HIGHWAY WEST**; Yamhill County; Approved 10/26/92.

9) File 17797 - Grant of Access with Bauer on the southerly side of the **SAGE HEN HILL-HINES SECTION** of the **CENTRAL OREGON HWY.**; Harney County; Approved 10/26/92.

10) File 24178 - Indenture of Access with Edward Gray on the easterly side of the **CHEMULT SECTION** of the **WILLAMETTE HIGHWAY**; Klamath County; Approved 10/26/92.

EXHIBIT H
MINUTES OF 11/17/92

INDENTURES AND GRANTS OF ACCESS: (Continued)

11) File 25501 – Indenture of Access with C & K Market, Inc. on the westerly side of the **GOLD BEACH–HUNTER SECTION** of the **OREGON COAST HWY.**; Curry County; Approved 10/14/92.

12) File 51382 – Indenture of Access with Chiguin on the northerly side of the **E. PORTLAND FWY.–ROCK CREEK CORNER SECTION** of the relocated **CLACKAMAS HWY.**; Clackamas County; Approved 9/30/92.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

CLACKAMAS HWY.–GLADSTONE INTERCHANGE (UNIT 2) – SE 82ND DRIVE:

6166 005	Jeanne Betsinger	$ 1,600	App. 10/16/92
6166 010	Linda Tidwell	$ 200	App. 10/16/92
6166 011	Elizabeth J. Elsasser	$ 300	App. 10/14/92
6166 012	Linda Tidwell	$ 400	App. 10/16/92
6166 014	Sally Coppage Riebhoff	$ 800	App. 10/07/92
6166 017	Mark Robert & Kelli Diane Bartholomew	$ 750	App. 10/26/92
6166 019	Chris Ryser; Kristine A. Ryser	$ 1,200	App. 10/02/92
6166 020	Michael A. LaVaros	$ 100	App. 08/20/92
6166 022	Leo Tackett III	$ 300	App. 09/28/92

CLACKAMAS HWY. S. @ S. GREENTREE DR. – CASCADE HWY. SOUTH:

6038 001	Forest Creek Park Property Owner's Association	$ 21,550	App. 10/02/92

M.P. 7.76 – OSWEGO HIGHWAY:

6007 116	Country Ridge, L.P.	Donation	

OREGON HWY. 212 @ 232ND DR. – OREGON HWY 212:

6104 005	Anton J. & Sally J. Mehalovich	$ 3,554	App. 10/16/92
6104 007	William, Maryelle, & Christopher McCamman	$ 300	App. 10/07/92

SW JEAN–SW MADRONA (LAKE OSWEGO) UNIT 2:

53248	David G. and Diane Metzger	Donation	App. 10/26/92
59158	Paul Pyung Nai & Soo Nam Rhee	$ 4,500	App. 10/26/92

DESCHUTES COUNTY:

BEND PARKWAY, PHASE 1 – THE DALLES–CALIFORNIA HIGHWAY:

6142 502	Darinko Bozich & Angelo Bozich, Co–Pers. Reps.	$107,000	App. 10/20/92

BEND PARKWAY, PHASE 2 – THE DALLES–CALIFORNIA HIGHWAY:

6118 003	Gene D. Snippen; Janet J. Snippen; C–TTees	$ 64,000	App. 09/30/92
6118 016	Kenneth L. Hamlington; Howard W. Whitson	$171,000	App. 10/12/92

EXHIBIT H
MINUTES OF 11/17/92

OPTIONS: (Continued)

DESCHUTES RIVER–HWY. 97 – MCKENZIE–BEND HIGHWAY:

6105 001	Kenneth K. & Peggy A. Katsuda	$ 2,625	App. 10/01/92
6105 009	Cascade Praise Cathedral, Inc. (DeMarco)	$ 150	App. 10/08/92
6105 011	Marie D. Easter	$ 4,250	App. 10/20/92
6105 015	First Baptist Church	$ 5,300	App. 10/07/92

SISTERS–TUMALO – MCKENZIE–BEND HIGHWAY:

6098 029	Norman G. Sterner	$ 8,500	App. 10/12/92

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

6112 004	Robert N. Johnson	$ 44,000	App. 09/01/92
6112 014	Stephen H. Baird; Sheri L. Baird	$ 8,000	App. 10/08/92
6112 014	Donald S. Fulton; Lori A. Fulton	$ 11,000	App. 10/08/92
6112 014	Lawson Bell and LaVonne R. Bell	$ 16,000	App. 10/20/92
6112 017	Paul Monroe; Shirley Monroe	$ 2,500	App. 10/07/92
6112 018	William H. and Ruth M. Hoppe, TTees	$ 4,000	App. 10/26/92
6112 032	Ferdinand W. Belperio	$ 59,800	App. 10/02/92

HOOD RIVER COUNTY:

MT. HOOD–LONG PRAIRIE ROAD – MT. HOOD HIGHWAY:

57151	Bobby & Betty Green	$ 12,000	App. 10/13/92

JOSEPHINE COUNTY:

FOOTHILL BLVD–ROGUE RIVER/REDWOOD HWY. JCT. – REDWOOD HIGHWAY:

57387	Gary L. & Marianne Peterson	$242,740	App. 09/28/92

LANE COUNTY:

JUNCTION CITY "Y" INTERSECTION – PACIFIC HWY. WEST:

6136 001	Daonald W. Fisher; Gerald L. Fisher	$ 4,700	App. 10/20/92
6136 004	Eddie Servantt (Gospel Truth Signs) Signs only	$ 750	App. 10/01/92
6136 008	Theodore Pittman; Ardis C. Wells (Bergstrom)	$ 2,500	App. 10/07/92
6136 010	Roger K Hanson; Marie E. Johnson	$ 8,450	App. 10/01/92

NOTI–VENTA – FLORENCE–EUGENE HIGHWAY:

6074 017	Don & Shirley Adele Smith	$ 82,300	App. 10/07/92

MARION COUNTY:

25TH STREET–AIRPORT ROAD – SALEM:

6082 011	David K. Fields; Dale D. Decker; Park S. Kriner	$ 1,000	App. 10/01/92

DMV SITE ON LANA AVENUE – LANA AVENUE:

6152 002	Robert Gallagher; Patrick Fogarty	$ 58,750	App. 10/13/92
6152 003	Robert Gallagher; Patrick Fogarty, Donald Lund	$119,250	App. 10/13/92

EXHIBIT H
MINUTES OF 11/17/92

OPTIONS: **MARION COUNTY**: (Continued)

MILL CITY–GATES – NORTH SANTIAM HIGHWAY:			
6075 020	AJF Investment Company	$ 200	App. 10/13/92
SILVERTON RD.–STATE ST. (SALEM) PHASE 2 – PACIFIC HIGHWAY:			
6027 027	Lawrence T. Epping; Jeanette T. Epping (Granada)	$ 11,200	App. 10/01/92
6027 028	Granada Land Company (Epping)	$ 6,480	App. 10/12/92
6027 031	Granada Land Company (Epping)	$ 44,280	App. 10/01/92
6027 034	C.A.W.S., Inc.	$ 3,940	App. 10/01/92
6027 065	The Market Street Church of Christ	$ 24,200	App. 10/01/92
6027 109	Lloyd & Wanell Coffman	$ 1,160	App. 10/07/92
WOODBURN NCL–LINCOLN ST. – PACIFIC EAST HIGHWAY:			
57976	Real Estate Properties	$ 10,300	App. 09/08/92

MULTNOMAH COUNTY:

N. PORTLAND ROAD–I–5 (PORTLAND):			
6120 001	Same Day Service Corporation	$ 35,000	App. 09/18/92
NW 23RD @ WEST BURNSIDE – WEST BURNSIDE HIGHWAY:			
6159 003	Dieringer Properties, Inc.	$ 1,200	App. 09/24/92
6159 004	Virginia Brunish, Executrix	$ 2,700	App. 09/23/92
S.E. 128TH–S.E. 136TH – S.E. FOSTER ROAD (COUNTY ROAD):			
6114–019	William M. Rea	$ 2,500	App. 08/27/92
S.E. DIVISION–S.E. YAMHILL – S.E. 190TH AVENUE:			
58468	Harold Beal	$ 3,410	App. 10/02/92
S.E. STARK @ 202ND AVE. – (526) SE STARK (COUNTY RD.):			
6160 001	Rick & Marlene Stanley	$ 650	App. 10/09/92
WESTSIDE LIGHT RAIL LINE SECTION 5 – WESTSIDE LIGHT RAIL:			
6168 006	Judith Ann Erdman	$131,500	App. 10/01/92
6168 009	Neal N. Nelson	$ 40,000	App. 10/07/92
6168 063	Richard A. Hobson; Gail S. Hobson	$ 750	App. 10/07/92

WASHINGTON COUNTY:

CAMELOT INTERCHANGE–SYLVAN INTERCHANGE:			
6125 006	Prange	$ 81,500	App. 08/09/92

EXHIBIT H

MINUTES OF 11/17/92

Report of Actions Taken Under Delegated Authority
November, 1992 – Page Five

OPTIONS: **WASHINGTON COUNTY**: (Continued)

PACIFIC HWY. @ EDY/SCHOLLS (SHERWOOD):

6060 024	Sherwood Peddler Investors, Inc. #2 (Zimprich)	$ 850	App. 10/01/92

SHUTE PARK–21ST AVE (HILSBORO) – TUALATIN VALLEY HIGHWAY:

57636	Texaco Refining and Marketing Inc	$ 11,000	App. 10/20/92

SW CENTER ST.–SW 76TH – SUNSET HIGHWAY:

6133 301	Edward L. and Irma M. Belz	$ 79,000	App. 10/13/92
6133 327	Louis W. and Eva M. Kauffman	$ 11,000	App. 10/26/92

Dated this 4th day of November, 1992

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On May 11, 1992, approved an agreement with Eastern Oregon ATV Association for the Mt. Emily/Mt. Harris Adopt-A-Trail Project. Project period: April 17, 1992 through July 1, 1993. The cost of this project is $1,000. The funding for this project has been approved by the All-Terrain Vehicle Account Allocation Committee.

2) On August 17, 1992, approved an agreement with Oregon Off-Road Vehicle Volunteer Dune Patrol for the purchase of additional dune patrol radios. Project period: August 1, 1992 through January 1, 1993. The cost of the project covered by this agreement is $2,300. The funding for this agreement was approved by All-Terrain Vehicle Account Allocation Committee.

3) On August 17, 1992, approved an agreement with Douglas County for the purchase of an ATV for patrol of public lands. Project period: August 1, 1992, to July 1, 1993. Project cost $5,500. The funding for this agreement was approved by the All-Terrain Vehicle Account Allocation Committee.

4) On September 16, 1992, approved an agreement with Department of Forestry for the purchase of a Trans-Pak II GPS for inventory of recreational trails. Project period: August 1, 1992 through July 1, 1993. The Division agrees to pay $2,000. The funding for this agreement was approved by All-Terrain Vehicle Account Allocation Committee.

Dated this 18 day of October, 1992

Wayne F. Cobine

Wayne Cobine, Manager
Office of Operations

October 13, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following actions were taken:

1) On September 18, 1992, approved a personal service contract with Roger Rosiek for cathodic protection training in connection with Contract #11,105, Yaquina Bay (Newport) Section. This contract is effective September 22 through October 30, 1992, at a cost not to exceed $2,500.

2) On September 23, 1992, signed Supplement No. 2 to a personal service contract with Woodward-Clyde Consultants for preliminary engineering and construction engineering services for Elk Creek Tunnel on Umpqua Highway in Douglas County. This supplement extends the contract completion date to September 30, 1993, and adds an additional $914,870 to a new sum not to exceed $1,068,229. (The contract was approved by the Oregon Transportation Commission on January 29, 1991, and additional funds for this contract approved on May 21, 1992.)

3) On September 28, 1992, approved Supplement No. 1 to a personal service contract with John S. Tinnea and Associates for inspector's training on cathodic testing equipment at the Yaquina Bay Bridge. The supplement extends the contract completion date to October 30, 1992.

Dated this 21st day of October, 1992

Terry J. Shike

Terry J. Shike, ~~Acting~~ Bridge Engineer

October 13, 1992

731-0314A (10-80)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, now renamed as Region 3 Manager, the following actions were taken:

1) On September 9, 1992, approved a personal service contract with Skelton, Straus & Seibert for building plans for an extension of an existing office building at North Pacific Highway Complex in the City of Medford. This contract is effective September 9 through October 31, 1992, at a cost not to exceed $3,200. (Bob Aldrich signed for Region 3 Manager.)

2) On September 18, 1992, approved an intergovernmental agreement with Curry County covering maintenance of Brookings Safety Rest Area on the Oregon Coast Highway. (Bob Aldrich signed for Region 3 Manager.)

3) On September 21, 1992, approved an intergovernmental agreement with Lane Council of Governments covering transportation planning on the River Road Interchange-Delta Highway Section of Beltline Highway Project. Cost $6,900. (Bob Aldrich signed for Region 3 Manager.)

Dated this 16 day of Oct., 1992

Donald R. Wagner

Donald R. Wagner, Region 3 Manager

October 13, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, renamed as Region 4 Manager, the following action was taken:

1) On September 29, 1992, approved Supplement No. 2 to a personal service contract with L. R. Squier Associates, Inc., for the Pelton Dam Slide on Oregon Highway Route 26 in Jefferson County. Supplement extends contract to November 15, 1992. (Steve Macnab signed for Region 4 Manager.)

Dated this 16th day of October, 1992

Dale D. Allen
Region 4 Manager

October 13, 1992

731-0314 (10-90)

EXHIBIT M

STATE OF OREGON

MINUTES OF INTEROFFICE MEMO

11/17/92

HIGHWAY DIVISION
Permits & Weighmasters Section

LEG 4-1

DATE: October 16, 1992

TO: Fran Neavoll
Commission Services

Thomas M Bradd

FROM: Thomas M. Bradd, Supervisor
Transportation Permit Unit

SUBJECT: Notice of Rule Adoption
Oregon Administrative Rules, Chapter 734, Division 74

On October 1, 1992, the Secretary of State published notice of proposed rulemaking for Oregon Administrative Rules Chapter 734, Division 74. This rule changes vehicle combinations transporting logs.

No requests for hearing were received.

I hereby adopt these amendments to Oregon Administrative Rules Chapter 734, Division 74, as published by the Secretary of State. I have delegated authority from the State Highway Engineer to adopt rules in Subdelegation Order HWY-3.

Please file the Certificate and Order for Permanent Filing with the Secretary of State's Office.

dcb

FNEAVO#7.wp

SEE PERMIT RULE NO. 49E IN COMMISSION'S FILES, SALEM.

731-0281 (8-88)

EXHIBIT N
MINUTES OF 11/17/92

REPORT OF CONDEMNATION CASES SETTLED

State v. Durrell

L - 9683
R - 6044065
Section: Mary's River-Kiger Island Drive
Highway: Pacific West
County: Benton
State's Deposit: $3,800
Settlement: $8,500
Justification: State filed an amended complaint due to description change and pled $3,800. Defendant O'Dell answered without stating a specific amount and deposition testimony revealed a claim for $15,000+. The State's appraiser valued the take at $6,423. O'Dell was appearing pro se. Defendants Durrell and Smith (contract vendors to O'Dell) answered claiming attorney fees in connection with contract and condemnation. This complicated settlement negotiations. Defendant O'Dell refused all offers until the morning of the trial. (Trial was held only on vendors' attorney fee issue. Vendors granted judgment for attorney fees against vendee O'Dell).

State's Attorney: Cynthia M. Fraser

State v. Hemstreet

L - 9824
R - 58770
Section: N. W. Hooker Rd. - N. E. Alameda Ave.
Highway: Oakland-Shady
County: Douglas
State's Deposit: $12,750
Settlement: $57,500
Justification: The original complaint identified the value of the State's taking as $12,750 and this was the amount deposited into court. The answer filed by the defendant alleged the value of the taking to be $340,000. Before our 30-day offer, our appraiser indicated a range of $30,000 to $50,000 for the taking. The taking consisted of a fee taking of approximately 25 feet and an easement taking of approximately 5 feet off the entire parcel which is 149 feet wide. The entire area of the taking is currently utilized as landscaping and parking area for the apartment complex on the remaining property.

Defendants indicated that they would be amending their Answer to allege a value of $450,000, claiming $7.50 per square

foot for the land and alleging damage to the remainder as a result of the taking reducing the amount of parking left for the complex to render it non-conforming with local zoning requirements. Local zoning requirements indicated that the apartment complex must have 3 parking spaces for every two apartment units. The complex was already below this number, but was considered a pre-existing non-conforming use. However, the zoning ordinances direct that such a nonconforming use cannot be increased, which the taking in this case would do. Defendants argued that, if any part of the complex should be destroyed by fire or other hazard, he would not be able to rebuild it to its present size as a result of the increased nonconformity. Defendants also argued that in order to obtain a variance to allow the continued use of the complex with the increased nonconformity, the County would probably place conditions on their use of the property (e.g. require defendants not to rent a certain number of the apartment units, require defendants to remove some of the buildings, etc.).

The State had good witnesses lined up for trial, but they were costly. Normally, the cost of witnesses and of going to court is not figured into the negotiated settlement of a case, but the State had 1 appraiser, 2 real estate brokers, 2 engineers, a landscaper, and an apartment owner expert from out of state. The trial would have been approximately one week in length, plus pre-trial and attorneys' fees, which all would have cost in excess of $10,000.

One factor that appears to have played a role in defendants accepting the State's offer of settlement was that defendants have filed and argued numerous motions in this case and had lost every one. In addition, the court had recently stricken all of defendants' affirmative defenses except the one alleging the value of the taking. It also appears defendants were becoming concerned about how well prepared the State was to try the case.

State's Attorneys: Roger R. Warren/Cynthia Forbes

State v. Landis

L - 9787
R - 58825

Section:	N. W. Hooker Rd. - N. E. Alameda Ave.
Highway:	Oakland-Shady
County:	Douglas
State's Deposit:	$73,438
Answer:	$N/A
Settlement:	$100,000
Justification:	State filed Complaint and pled $54,538 as just compensation. Defendant did not file Answer. Defendant

refused State's 30 day offer of $90,001. During subsequent negotiations defendant accepted state's offer of $100,000 based upon appraiser's updated report.

State's Attorney: Roger R. Warren

State v. Piacentini

L - 9850
R - 6064006
Section: N.W. 185th Ave. Interchange
Highway: Sunset
County: Washington
State's Deposit: $59,320
Settlement: $66,000
Justification: State filed Complaint and alleged just compensation of $59,320. Defendants accepted State's offer of $66,000 during negotiations.

State's Attorney: Roger R. Warren

REPORT OF CASES DISMISSED/OPTIONED

State v. Goodwin, George C. & Sons

L - 9890
R - 6128-002
Section: Yamhill River - Pacific Highway West
Highway: Salmon River
County: Yamhill
Amt. of Complaint: $3,165
Option Amount: $3,420

State v. Gotchall

L - 9892
R - 6152001
Section: DMV Site on Lana Ave.
Highway: Lana Ave., Salem, Or
County: Marion
Amt. of Complaint: $68,500
Option Amount: $75,350

EXHIBIT N
MINUTES OF 11/17/92

State v. Machado, et al.

L - 9843
R - 56562
Section: Trail-Casey State Park
Highway: Crater Lake
County: Jackson
Amt. of Complaint: $3,950
Option Amount: $5,500

* * * * * * *

JTT0715C/RW/cr

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
0	11/17/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

October 15,1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On October 15, 1992 $11,282,199.66 was distributed to the counties as their share of motor vehicle revenues for the month of September, 1992.

On October 15, 1992 $7,163,577.32 was distributed to the cities for the month of September, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of October, 1992.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

MINUTES

DECEMBER 14, 1992
OREGON TRANSPORTATION PLAN
STEERING COMMITTEE MEETING

DECEMBER 15, 1992
OREGON TRANSPORTATION COMMISSION
FORMAL MEETING

SALEM, OREGON

At 1:30 p.m., the Oregon Transportation Commission met with other members of the Oregon Transportation Plan Steering Committee in Room 122 Transportation Building, Salem, to discuss the proposed 1993 legislative financial package designed to implement the Oregon Transportation Plan. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Mark Ford, Manager, Strategic Planning
Dave Bishop, Manager, Transportation Plan
Paul Meyerhoff, Manager, Transportation Development
Don Forbes, Director of Transportation
Arlene Post, Manager, Community and Governmental Relations
Fran Neavoll, Community and Governmental Relations

There were other staff persons present. In attendance were other members of the Oregon Transportation Plan Steering Committee as follows:

Charles Vars, Mayor of Corvallis
Tom Walsh, Tri-Met General Manager
Kevin Campbell, Grant County Judge
Tom Mann, representing Representative Cedric Hayden

Mark Ford reviewed a chart which showed the process of the Transportation Plan that began with the development of a 40-year vision, policy element, and a system element. He said in order to implement the policies and achieve the goals, it was necessary to prepare a financing package. He continued by saying this financing package was considered by the Finance Policy Committee of the OTP, Transportation '93 (organized by the Oregon Transit Association to include private interests and other transportation components), and the Roads Finance Committee. He commented a consensus for support of the financing package was received from the Committees that lead to recommendations to the Joint Interim Revenue Committee, who directed their staff to introduce the legislation.

Mark Ford discussed the following finance package:

OTP FINANCE DISCUSSION PACKAGE

HIGHWAY/TRANSIT/AVIATION BASE PACKAGE	DIRECTED REVENUE MEASURES	EMISSION FEE PACKAGE	FUNDING ELEMENTS NOT REQUIRING LEGISLATION
HIGHWAY • 4¢/gal. increase per year, 4 years with weight/distance 1995 Registration Fee ($30) **TRANSIT** • Payroll Tax Make available to all districts without vote • Tire and Battery Tax Operating assistance to downstate providers ($4-5 million per year) **AVIATION** • 1/2-cent jet fuel (90% commercial) • 2-cent aviation gas	**ROAD RELATED** • Studded tire fee • Repeal gasohol exemption • Expand bonding authority • First time Transportation Access Fee (TAF) **TRANSIT RELATED** • Rail Fund for High Speed and LRT A. Bonding authority B. Lottery Funds • Tire and battery tax • Expand state "in lieu" payments **FLEXIBLE** • Congestion pricing pilot project - Metro area only **OTHER** • Marine and Rail Access, Lottery • Bicycle Fee	• Portland Area Emission Fee Bill (DEQ) • Constitutional Amendment A. Portland area only, or B. Nonattainment areas only, or C. Any emission fee usable for transit, and/or D. Transit trust fund • Use of Funds A. Collection/administration B. Fund transit C. Fund transportation demand management and other vehicle emission reduction measures	• STP Shift from Highway to Transit Programs - cities/counties/MPOs • Local Vehicle Registration Fees • Local Transit Access Fees (SDCs) • Local Parking Fees

December 11, 1992

Mark Ford outlined the criteria for the legislative proposal which had been discussed throughout the process:

a) Single comprehensive proposal
b) Maintain existing dedicated highway funds and existing funding commitments.
c) Maintain cost responsibility.
d) Maximum use of new Federal flexibility.

Tom Walsh, Chair of the Roads Finance Committee, expressed the Committee's support for the financing package.

John Kowalczyk from the Governor's Emissions Task Force Committee spoke concerning the emission fee package. He said the emission fee was one of seven strategies that the Task Force recommended to keep the Portland area in compliance with the Federal Air Quality Standards over the next 15 years. He explained the fee does three things: 1) provides a market pressure to reduce vehicle travel in the Portland area; 2) stimulates and allows use of more efficient land use; and 3) provides revenue for improving transit.

Commissioner Ford inquired if the emission fee could apply to other parts of the State, such as Medford. There was considerable discussion concerning the emission fee package as it related to the Portland area, the constitutional amendment, and the use of funds.

Chairman Hollern stated there appeared to be a consensus that the constitutional amendment should allow use of emission fees for transit and other vehicle emission reduction measures with provisions to ensure regional equity. It was agreed the constitutional amendment should include a requirement that the funds be spent in the district within which the funds are collected.

Roger Martin said that the Transportation '93 Committee would request the legislation on behalf of the Oregon Transportation Plan finance study team.

John Rist mentioned that a presentation of 18 proposed legislation bills had been made on November 18 to the Joint Interim Committee on Revenue concerning financing the Oregon Transportation Plan. He said the Committee voted to have 17 of the 18 bills pre-session filed on behalf of Transportation '93. (A copy of the proposed legislative bills with the amount of revenue to be generated was handed the Commission. Copy in Commission's files, Salem.) The Joint Interim Committee on Revenue omitted LC1698 regarding the pilot projects for congestion pricing in the Portland area.

Mark Ford reviewed the following proposed legislation:

LC 1683 Gas tax increase 4 cents per year for 4 years with a comparable weight mile factor increase.

LC 1684 Increase vehicular registration fee by $30 per biennium effective on January 1, 1995.

LC 1685 1/2-cent increase in jet fuel taxes for commercial airports similar to HB 2313 in 1991 effective January 1, 1994.

LC 1686 2-cent aviation gasoline tax increase similar to HB 2717 in 1991 effective January 1, 1994.

LC 1687 Portland area vehicle emission fee based on actual emission rates and miles driven. Initial rates will range from $5 to $125 per vehicle per year.

LC 1688 Extension of payroll tax authority to transportation districts and change in implementation requirements to allow implementation by district boards.

LC 1689 Constitutional amendment to allow use of emissions fee for transit.

LC 1690 Transportation access fee (system development charge) in the form of a one-time fee on additional vehicles added to the existing fleet.

There was discussion on the implementation of this legislation.

LC 1691 $2 studded tire fee for damage to state, county, and city roads.

LC 1692 Accelerates sunset provision for special 5-cent gas tax rate reduction for ethanol blended fuels from January 1, 1998, to January 1, 1994.

LC 1693 Expand ODOT's revenue bonding authority to $_____million.

Chairman Hollern suggested expanding the bonding authority to $500 million. Mayor Vars discussed adding a qualifier to the measure. Chairman Hollern asked that he prepare the appropriate language for consideration.

LC 1694 Allocation of lottery funds for light rail transit capital.

(Continued on next page)

LC 1695 Set up rail fund and a bonding authority for high speed and light rail.

LC 1696 Institute a tire and battery fee for transit similar to HB 3055 of 1989 not to exceed $2 each.

LC 1697 Expand state in-lieu-of payroll payments for transit to all fixed route systems receiving public support.

LC 1699 Allocation of lottery funds for marine/rail access. Up to $25 million for Port and Marine Navigation fund, up to $5 million for freight rail improvements.

LC 1700 New bicycle registration fee over 24", administered by retailers.

There was considerable discussion on this measure. It was decided to leave the proposal in the funding package with further consideration by staff and the bicycle enthusiasts.

OMMITTED BY COMMITTEE:

LC 1698 Authorize pilot project for congestion pricing in the Portland metro area. Permits toll roads or other measures on an experimental basis in conjunction with federally-funded pilot project.

Chairman Hollern suggested leaving in conditional support for a congestion pricing pilot project, subject to the Commission's review of the project. He said it will be necessary that the legislation be introduced, since the Revenue Committee did not instruct their staff to introduce the bill. Commissioner Brody suggested and the Commission concurred that the legislation not specify Portland but be written to authorize two pilot projects.

Mayor Vars presented a resolution from the League of Oregon Cities stating that the Board of Directors of the League are authorized to take action on the League's behalf, consistent with the principles set forth in the resolution, as specific funding proposals for Oregon's transportation system are brought forward for consideration. (Copy of resolution in Commission's files, Salem.)

Grant County Judge Kevin Campbell representing the Association of Oregon Counties stated their priority is to support a transportation package. He said their primary interest is to bring the magnitude of the transportation need to the attention of the citizens of Oregon, to create the awareness of the unique opportunity to better use Federal funds in a timely manner, and to maintain the integrity of the Highway Trust Funds.

Mayor Vars outlined the resolution he presented from the League of Oregon Cities as follows: a) supports the multi-modal with adequate funding, 2) development of an intermodal system should not be made at the expense of preservation and maintenance of the existing system, 3) believes that full use must be made of flexible funding with the ISTEA, and 4) the cities should be made whole for any transfer of Federal Funds away from roads and toward alternate modes of transportation.

Chairman Hollern said it appeared that all 18 legislative bills have the general consensus support of the Transportation Plan Steering Committee, with the exception of the bonding authority which will have a caveat that Mayor Vars will prepare, the pilot project for congestion pricing be expanded to authorize the Commission to approve two projects, and there was not a clear consensus on transportation access fee. He said the package could be approved, subject to further review on the transportation access fee implementation process.

Mark Ford said the Port of Portland and the Oregon Public Ports Association expressed concern that the marine rail access lottery funding alternative should have been part of the base package rather than being included with a number of measures that need further development. Chairman Hollern responded that the funding proposal will not be divided with a base package, directed revenue measures, emission fee package, etc.; it is a whole package with equal status; and all the measures are important.

Dave Bishop stated that J-PACT had also passed a resolution supporting the funding package.

There was consensus support by the Transportation Plan Steering Committee for the funding package as discussed for presentation by the Commission to the Legislature.

Mark Ford handed the Commission a memo from Don Barney, consultant, which outlined the results of a survey of selective key constituents concerning the Transportation Financing Plan. (Copy of memo in Commission's files, Salem.)

Chairman Hollern adjourned the Steering Committee meeting at 3:50 p.m.

On December 15, 1992, the Oregon Transportation Commission held its regular monthly meeting in Room 122 of the Transportation Building in Salem at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Donald E. Forbes, Director of Transportation
William Anhorn, Deputy Director and State Highway Engineer
Arlene Post, Manager, Community and Governmental Relations
Paul Meyerhoff, Manager, Transportation Development
Tony Lewis, Manager, Financial Services
Jane Cease, Manager, Driver and Motor Vehicle Services
Fran Neavoll, Community and Governmental Relations

Vice Chairman Whitty moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the November 16 and 17, 1992, Commission meetings.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2854 in Commission's files, Salem.)

3) Distributed highway funds in the amount of $500,000 to Gilliam, Sherman, Morrow, Malheur and Baker Counties on January 1, 1993 as follows: (Special County Program enacted by 1991 Legislature to compensate counties receiving lowest road revenues per equivalent road mile.)

	Resource Per ERM *	Total Equiv. Miles **	Total Dist.	Total Resource Per ERM ***
Gilliam	$ 1,178.85	142.4	$ 238,614.40	$ 2854.513
Sherman	$ 1,578.03	117.08	$ 149,450.62	$ 2854.513
Morrow	$ 2,710.53	297.54	$ 42,840.70	$ 2854.513
Malheur	$ 2,722.50	523.39	$ 69,094.28	$ 2854.513
Baker	$ 4,946.00			
			$ 500,000.00	

*(Resources) state and federal dedicated funds for county road purposes.
**Equivalent road miles (arterial, collectors, and bridges).
***Resource level equal to $500,000 disbursement.

4) Survey map and adopted resolution for Sams Valley Highway Junction-Shady Cove (North Unit) Section of the Crater Lake Highway in Jackson County. (Highway Corridor and Design Resolution No. 504 in Commission's files, Salem.)

5) Appointed Joe Thomas and Joseph C. Spencer to the Oregon All-Terrain Vehicle Account Allocation Committee. The four-year terms begin January 1, 1993.

6) Agreement with the Federal Highway Administration for continuing the Oregon Technology Transfer (T2) Center for calendar year 1993. The T2 Center proposes to submit its 1993 Work Plan and Budget to the Federal Highway Administration requesting $100,000 from the Rural Technical Assistance Program. These funds are for the operation of the Center during the period January 1 through December 31, 1993. Matching funds would be provided by the counties of Oregon. (Authorized State Highway Engineer to sign necessary agreement.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Manager, Human Resource and Organization Development	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Manager	Exhibit H
Bridge Engineer	Exhibit I
Region 1 Manager	Exhibit J
Region 2 Manager	Exhibit K
Region 3 Manager	Exhibit L
Region 4 Manager	Exhibit M
Region 5 Manager	Exhibit N
Engineer of Materials	Exhibit O
Office of Permits & Weighmasters	Exhibit P
Interim Aeronautics Manager	Exhibit Q
Interim Public Transit Manager	Exhibit R
Assistant Attorney General	Exhibit S
Highway Controller	Exhibit T

The Commission confirmed their next meeting date of Wednesday, January 20, 1993, in Salem at 8:30 a.m. There will be a work session and luncheon with the Aviation Advisory Committee which will follow the formal meeting and conclude at approximately 2:30 p.m.

The Commission tentatively set Wednesday, February 17, 1993, in Salem at 8:30 a.m. for their next formal meeting. A work session will follow the formal meeting on public transit programs and issues. Chairman Hollern mentioned that he had a conflict with the April 21 Commission meeting date. The Commission tentatively set Thursday, April 22, and asked the staff to work with Department of Environmental Quality and Land Conservation and Development Commission to schedule a meeting to discuss joint efforts of the three State agencies.

Don Forbes mentioned that the interviews have been completed for the Region 1 Manager. He stated Don Adams plans to retire in 1993. He said Bruce Warner, Land Use and Transportation Director for Washington County, had been selected.

Don Forbes reported to the Commission on the Department's participation in the December 5 "Reinventing Government in Oregon Conference" sponsored by the Oregon Legislative Assembly, associations and public-interest groups. He said the event attracted about 300 of Oregon's public and private sector leaders to hear featured speaker Ted Gaebler, author of the book "Reinventing Government". He said he and Craig Holt spoke on the Department's organization restructure, teambuilding, Pride in Public Service, and performance measurement programs.

Don Forbes said the Governor had released the details of her 1993-95 recommended budget. He outlined the changes in the Governor's budget as follows:

1) $4 million in lottery proceeds to begin initial planning, design work, and environmental analysis for extension of the Light Rail System to Clackamas County.

2) $11.5 million from lottery proceeds to initiate planning studies and grade crossing work for high speed rail development in the Willamette Valley.

3) Incorporates the Governor's plan to reduce State government by 4,000 positions and ODOT's contribution to the position reduction plan now totals 166 positions. Additionally, there is a requirement that ODOT absorb internally approximately 174 new positions needed for development of projects resulting from substantial increases in funding through the new Federal Transportation Act.

Jane Hardy Cease briefed the Commission on the Information Systems Project involving the replacement and support of DMV's statewide computer system. She said that nine Requests for Proposals were received and the apparent winner was Science Applications International Corporation (SAIC). She continued by saying their bid was protested because they did not meet certain requirements. The protest was upheld and their proposal was rejected. IBM was named the apparent winning vendor and a subsequent protest against their proposal was found to be unsubstantiated. She indicated DMV is proceeding with a contract with IBM at a cost of $1,343,000 this biennium. She recalled the Commission had approved

$2,700,000 and the Emergency Board authorized on December 4 an increase of $1,343,000 in expenditure limitation for the remainder of this biennium. She said DMV is working with the Executive Department to clarify future selection of vendors involving other joint partnerships. She provided the Commission with a cost-benefit analysis written report. (Copy in Commission's files, Salem.)

Paul Meyerhoff requested additional funding for the four metropolitan area planning organizations to cover increased planning costs required by passage of ISTEA and Transportation Planning Rule. He requested authority to add these additional State funds onto the HPR allocations. Commissioner Brody moved for approval of the request. The motion carried unanimously increasing the funds to the following metropolitan planning organizations. The Commission authorized the State Highway Engineer to sign the necessary agreements:

	FY93	FY94
Portland METRO	$779,166	$318,750
Salem/Keizer MPO	480,000	240,000
Eugene/Springfield MPO	355,000	115,000
Medford/Central Point MPO	450,500	190,500
TOTAL	$2,064,666	$864,250

Joni Reid showed a video entitled "Unsung Heroes" produced by Tri-Met which highlighted the merits of the special transportation and community transportation services.

Mark Ford told of the Commission's meeting yesterday with the members of the Transportation Steering Committee on the Oregon Transportation Financing Plan. He said additional revenue is needed to implement the Plan over the next 20 years. He reiterated his comments from the previous day on the process of the Plan and the financing package, the criteria for the legislative proposal, and the funding categories. He mentioned that the Commission yesterday decided to disregard the categories or any reference to a base or direct revenue packages. The decision was to consider one comprehensive funding package. He said 150 revenue proposals were considered and 19 measures were selected that would most effectively implement and address the issues in the Plan. He mentioned those measures were submitted by Transportation '93 to the Interim Committee on Revenue and 18 measures were selected to be drafted for introduction into the 1993 Legislature. He commented that as a result of yesterday's meeting, additional direction was provided on those measures and he handed the Commission a revised listing of the 18 specific measures that need to be introduced to the next legislature. One side of the handout gave a brief description of the measure and the other side estimates the revenue that would be generated for the 1993 biennium and over the next six years. (Copy of handout in Commission's files, Salem.) He reviewed the changes from yesterday's discussion on the following Measures:

LC 1693 Expand ODOT's revenue bonding authority to $500 million to improve cash flow and advance projects for which the increase in benefits from advancement exceed increased financing costs.

LC 1690 Transportation access fee (system development charge) in the form of a $200 fee on net additions to existing fleet.

LC 1698 Authorize two pilot projects for congestion pricing. Permit toll roads or other measures on an experimental basis subject to Transportation Commission approval.

Chairman Hollern suggested changing the wording on LC 1693 (bonding authority measure) from "improve cash flow" to "give the Oregon Transportation Commission the ability to" advance projects, etc.

Chairman Hollern suggested on LC1698 (congestion pricing) to change the wording to authorize the Transportation Commission to approve two pilot projects as opposed to requesting the Legislature to authorize the pilot projects, subject to the Commission's approval.

Commissioner Brody said she liked the way the list was organized by highway, transit, aviation, etc. Mark Ford said the list was being prepared in that manner.

Vice Chairman Whitty commented on the following measure: Constitutional amendment to allow use of emissions fee for transit. He said that yesterday it was decided to allow use of emissions fee for transit "and for other vehicle emission reduction measures with provisions to ensure regional equity". There was discussion that this would include the funding of transportation demand management projects. Chairman Hollern said it should be clear the intent is that the priority use of those funds is for air quality, emission reduction-related projects.

Vice Chairman Whitty moved for approval of the following funding package, including the provision on LC 1689 (constitutional amendment, #7) for submittal to the Legislature. The motion carried unanimously. Chairman Hollern mentioned that the Revenue Committee has agreed to have drafted all of the bills, with the exception of #16 (congestion pricing). He said it will be necessary for a legislator or an organization to have the bill introduced.

OTP FINANCING PLAN

AS ADOPTED BY THE OREGON TRANSPORTATION COMMISSION - Dec. 15, 1992

HIGHWAY MEASURES

Gas tax increase 4¢ per year for 4 years with a comparable weight mile factor increase.

Increase vehicular registration fee by $30 per biennium effective on January 1, 1995.

Transportation access fee (system development charge) in the form of a $200 fee on net additions to existing fleet.

$2 studded tire fee for damage to state, county and city roads.

Accelerates sunset provision for special 5¢ gas tax rate reduction for ethanol blended fuels from January 1, 1998 to January 1, 1994.

Expand ODOT's revenue bonding authority to $500 million to give the Oregon Transportation Commission authority to advance projects for which the increase in benefits from advancement exceed increased financing costs.

TRANSIT MEASURES

Portland area vehicle emission fee based on actual emission rates and miles driven. Initial rates will range from $5 to $125 per vehicle per year.

Extension of payroll tax authority to transportation districts and change in implementation requirements to allow implementation by district boards.

Expand state in-lieu of payroll payments for transit to all fixed route systems receiving public support.

Constitutional amendment to allow use of emissions fee for transit and other vehicle emission reduction measures with provisions to ensure regional equity.

Allocation of lottery funds for light rail transit capital.

Set up rail fund and a bonding authority for high speed and light rail.

Institute a tire and battery fee for transit similar to HB 3055 of 1989 not to exceed $2 each.

AVIATION MEASURES

1/2¢ increase in jet fuel taxes for commercial airports similar to HB 2313 in 1991 effective January 1, 1994.

2¢ aviation gasoline tax increase similar to HB 2717 in 1991 effective January 1, 1994.

PORTS AND RAIL FREIGHT

Allocation of lottery funds for marine/rail access. Up to $25 million for Port and Marine Navigation fund, up to $5 million for freight rail improvements.

CONGESTION PRICING

Authorize the Oregon Transportation Commission to approve two pilot projects for congestion pricing. Permit toll roads or other measures on an experimental basis in conjunction with these projects.

BICYCLES

New bicycle registration fee over 24", administrated by retailers.

Paul Meyerhoff stated that the 1991 Legislature along with the AAA questioned the increasing truck tire pressures and their impact on road damage and safety and the effect on the cost responsibility study. As a result of the request, the Department entered into an interagency agreement with Oregon State University to do the study which was completed in November of 1992. The survey was done at the ports of entry and from past studies, modeling and literature search. Dr. Chris Bell, Oregon State University and consultant on the study, told of the major objectives of the study as follows:

1) Determine the extent and pattern of use of single and high-pressure tires in Oregon.

2) Determine the pavement and safety impacts of the use of single and high pressure tires; and

3) Determine and recommend how best to implement the study's findings.

Dr. Bell told of the findings concerning the tire pressure and the pavement and safety impact. (Written report in Commission's files, Salem.) He outlined the recommendations as follows:

1) Partial singling-out should be eliminated for tandem axles and controlled for tridem axles.

2) Control of singling-out of all of the dual tires in a tandem or tridem axle can be done by reduced load-per-inch width of tire as recommended in Table 4.6. (Copy of Table in Commission's files, Salem.)

3) The use of wide-base tires are preferable to the use of singled-out conventional, and their use should be encouraged on a tridem axle.

Dr. Bell said there were two major factors that were not considered in the study:

1) Implications of bridge formula.

2) Coordinated approach with other regional States.

Dr. Bell recommended further work, particularly in conjunction with the neighboring States, and to come back with a research plan in detail.

(Continued on next page)

Mr. Meyerhoff said the Department is required to present the results of this study and the recommendations to the Legislature. He asked for the Commission's approval on the recommendations for action to be taken, and that a further study be considered, working with the State of Washington and the industry groups. Commissioner Brody moved for approval of the recommendations and the motion carried unanimously by the Commission. Mr. Meyerhoff assured Chairman Hollern that the staff would come back to the Commission if there is a need for funding to do the additional study.

Paul Meyerhoff suggested that the Commission recommend to the Governor the appointment of Jo Anne Holcomb as a new member of the Oregon Traffic Safety Advisory Committee. Commissioner Ford moved for approval and the motion carried unanimously by the Commission.

Paul Meyerhoff recommended the appointment of Michael Thorne as a member of the Oregon Aviation Advisory Committee. This term of office would expire December 31, 1994. This appointment would replace Keith Phildius, who resigned in November because he is no longer employed with the Port of Portland. Commissioner Brody moved for approval of the appointment and the motion carried unanimously by the Commission.

Paul Meyerhoff presented the objectives and the initiatives as discussed at the Silver Falls Work Session. He recalled that the Commission had asked staff to come back with a draft of their discussions. He explained that the Transportation Plan lays out a broad direction for the Department, but does not translate long-range planning into specific initiatives and action steps. He said the Department must establish a link between the long-range plan and the day-to-day activities in order to achieve the goals of the Plan. He commented that the Six-Year Strategic Plan establishes the linkage between the Plan and the Department's daily activity. He asked for the Commission's confirmation of the four basic objectives with a list of the initiatives that those are the major extraordinary efforts the Department is to pursue in the next four to six years.

Commissioner Brody said one of the issues discussed was how to give better acknowledgment to the on-going activities, and she felt the way the document was formatted inclined to make that an issue. She suggested doing the following:

a) On the last page, Summary of On-Going Activities, provide more detail in the text.

b) On page 2, at the bottom, add a paragraph or two that lists the headings of the major objectives for the new initiatives and the major objectives for the on-going activities. Add a few words about why the on-going activities are important.

Commissioner Ford inquired why the words "and walking" were in parenthesis. She felt it was as important as bicycles and needs more emphasis. Mr. Meyerhoff said the parenthesis will be removed. She also stated that on page 2 of 4, Initiative 4, walking should be mentioned or taken out completely. She said the information contained under Initiative 4 only referred to bicycles. Vice Chairman Whitty said wordage could be

added to focus attention on the value of better sidewalks. Mr. Meyerhoff said those modifications will be made.

Commissioner Brody felt the "why" statements under Initiatives 1 and 2 could be expanded. She also inquired about the word "parking" under Objective A, and felt that it would be better under "why" in Initiative 2.

Commissioner Brody inquired about the wordage under "what", page 3 of 4, Objective C, Initiative 2, if the access management administrative rule would provide guidance on the levels of access management that would be applied to specific highway segments. Mr. Meyerhoff said yes, it would.

Vice Chairman Whitty moved for endorsement of the initiatives in order to give the staff direction to incorporate into their internal planning. The motion carried unanimously by the Commission endorsing the major initiatives, referred to on the document as Six-Year Strategic Plan, as follows: (Copy in Commission's files, Salem.)

SUMMARY OF MAJOR INITIATIVES

Objective A:	**Increase the percent of alternative mode ridership as a percent of total trips.**
Initiative 1	Support the implementation of a congestion pricing demonstration project in a region or city. Develop a congestion pricing plan for the state.
Initiative 2	Complete one intermodal passenger terminal linking rail, bus, air, bicycle and auto. Have terminal operational by 1997.
Initiative 3	Increase transportation demand management (TDM) efforts. Expand ridersharing, telecommuting and teleservicing.
Initiative 4	Double mode share of bicycles (and walking) in one urban area by 1997.
Initiative 5	Increase transportation access options in rural areas (intercity bus, air, rail, highway).
Objective B:	**Develop frequent, non-auto, high-speed passenger service in the Interstate 5 corridor between Eugene and Portland by 1999.**
Initiative 1	Develop improvements for higher speed (125 mph) passenger rail, including adequate supporting infrastructure and connections to rail.
Initiative 2	Implement a Willamette Valley transportation system, including intermodal passenger hubs and interconnections with hub systems.
Objective C:	**Coordinate state transportation planning and development with regional and local government land use planning and private sector developments.**
Initiative 1	Assist regional and local governments to develop transportation plans or amend comprehensive plans to comply with the LCDC Goal 12 Rule and be consistent with the OTP. (Regional MPO plans are to be developed by May, 1995. City and county comprehensive plans are to be amended by May, 1996.)
Initiative 2	Control access to major state highway corridors
Objective D:	**Secure long-range, adequate and flexible resources for the OTP.**
Initiative 1	Present a comprehensive transportation finance reform package to the 1993 Legislature for action, which when implemented will fully fund the OTP.

(Continued on next page)

DESCRIPTION OF MAJOR INITIATIVES

Objective A: Increase the percent of alternative mode ridership as a percent of total trips.

Initiative 1 **Support the implementation of a congestion pricing demonstration project in a region or city. Develop a congestion pricing plan for the state.**

Why: Improve highway capacity management and financing through innovative parking system consistent with the OTP finance policies.

What: Cooperate with Portland metro area and a mid-sized city in implementing congestion pricing. Continue to support the Portland area's application to do a federal demonstration project to test implementation of congestion pricing and public opinion with a decision point on feasibility of continuing the project.

Who: The Portland metro area and the mid-sized city will assume the lead roles; ODOT will support the efforts.

Cost: Up to $15 million in federal funds are available to finance implementation of a demonstration project.

Initiative 2 **Complete one intermodal passenger terminal linking rail, bus, air and auto. Have terminal operational by 1997.**

Why: The OTP calls for six intermodal passenger terminals by 2012.

What: Select target city. Work with public and private sectors to design, finance and construct the terminal and interconnecting services.

Who: Transportation Development Branch (Transit Section Planner)

Cost: $1.5 million based on Salem terminal project (federal and local funds), .1 FTE

Initiative 3 **Increase transportation demand management (TDM) efforts. Expand ridesharing, telecommuting and teleservicing.**

Why: TDM helps better manage the existing highway system, encourages use of auto alternatives and helps meet air quality standards. Action is consistent with OTP policies.

What: Promote ridesharing, telecommuting and land use practices supportive of alternative modes; develop marketing and education programs to promote travel alternatives; install IVHS incident management facilities.

Who: Transportation Development Branch (TDM Manager), Region 1

Cost: 3 FTE/biennium - $4.5 Million

Initiative 4 **Double mode share of bicycles (and walking) in one urban area by 1997.**

Why: Increased use of bicycles can reduce the use of automobiles. The OTP calls for a doubling of bicycle trips in urban areas by 2012.

What: Select target city, develop bicycle improvement program with local officials, establish a marketing and safety education program, build necessary facilities.

Who: Development Branch (Bicycle Planner), Highway Operations

Cost: .25 FTE/$?

Initiative 5 **Increase transportation access options in rural areas (intercity bus, air, rail, highway).**

Why: Improving access to rural areas of the state increases economic development opportunities and fulfills a major policy directive of the OTP.

What: Achieve the Minimum Levels of Service standards for rural areas listed in the OTP System Element.

Who: ODOT in cooperation with private sector providers and local governments.

Cost: Intercity Bus - $26 million (operating); Air - $5 million; Rail - $15 million; Highways - $2 billion (total urban-rural) (Source: Table 5, OTP)

Objective B: Develop frequent, non-auto high-speed passenger service in the Interstate 5 corridor between Eugene and Portland by 1999.

Initiative 1 **Develop improvements for higher speed (125 mph) passenger rail, including adequate supporting infrastructure and connections to rail.**

Why: High frequency premium rail services is needed to establish and improve transit options and connections along the I-5 corridor.

What: Design a system to provide up to 16 daily round trips between Portland and Eugene. Vehicles must be ADA accessible and have excellent passenger appeal for all users. Develop convenient connections with local transit systems and paratransit services. Curtail state-sponsored service such as the shuttle bus and assign those functions to this new hourly service.

Who: Activities to be coordinated by the Public Transit Section and operated under contract by a private provider.

Cost: About $460 million will be needed from private and public sources to assist with track improvements, signalization, grade crossing improvements and equipment.

(Continued on next page)

Initiative 2 **Implement a Willamette Valley transportation system, including intermodal passenger hubs and interconnections with hub systems.**

Why: Most of Oregon's future population growth is expected to be concentrated in the Willamette Valley where intermodal passenger service connections will be the most critical and economical. Valley transportation development is not coordinated. Project is major concept in OTP and required for success of high speed rail program.

What: Organize a Willamette Valley Transportation Coordination Group to plan system. By 1995 locate passenger connections; identify gaps in services. By 1999 meet Minimum Levels of Service for hourly intercity bus in Willamette Valley.

Who: Private consultant to work with the project. Managed by the Transportation Development Branch.

Cost: $10 million for hourly intercity bus. Other costs to be determined by Willamette Valley System Plan gap analysis.

Objective C: Coordinate state transportation planning and development with regional and local government land use planning and private sector developments.

Initiative 1 **Assist regional and local governments to develop transportation plans or amend comprehensive plans to comply with the LCDC Goal 12 Rule and be consistent with the OTP. (Regional MPO plans are to be developed by May, 1995. City and county comprehensive plans are to be amended by May, 1996.)**

Why: This initiative is required by both the Goal 12 Rule and the OTP.

What: Activities could include local government education on Rule 12 and OTP requirements, development of model ordinances, best management practices, clarification of the meaning of "consistency," development of a process to evaluate regional and local plans for consistency.

Who: Development Branch Team and ODOT Regional Planners, contacts with local governments

Cost: $18+ million (state funds). Includes contracts with MPOs and local governments to complete OTP guidelines and Goal 12 planning requirements

Initiative 2 **Control access to major state highway corridors.**

Why: Because of the pressure for development along major corridors, the OTC has adopted a policy for access management to protect the effectiveness of statewide and interstate facilities as carriers of through traffic.

What: The corridor planning process will provide guidance on the levels of access management that will be applied to specific highway segments.

Who: Transportation Development Branch

Cost: Included in Initiative 1, Objective C

Objective D: Secure long-range, adequate and flexible resources for the OTP.

Initiative 1 **Present a comprehensive transportation finance reform package to the 1993 Legislature for action, which when implemented will fully fund the OTP.**

Why: The results of the OTP and the Roads Finance Study show that new funds for transportation are needed and the way the funds are spent needs to be restructured.

What: The process for redefining the structure and developing new funds includes developing a consensus among major stakeholders, getting legislative approval for structural changes and revenues increases and possibly obtaining voter approval, if not in 1993, then in a future biennium.

Who: Financial Services Branch, Transportation Development Branch (Policy and Strategic Planning Section), Governmental Relations

Cost: Costs already included in ODOT 1993-95 budget as part of ODOT's ongoing mission.

SUMMARY OF ONGOING ACTIVITIES

Objective A: Achieve OTP minimum service levels for statewide freight movements.

Objective B: Develop ODOT internal process to allocate resources to greatest needs.

Objective C: Improve the safety of Oregon's transportation systems.

Objective D: Maintain and improve the State Highway System, achieving a fair or better rating on 90 percent of road surfaces.

Paul Meyerhoff presented for approval the following requests:

1) Supplement to the Oregon Rail Plan.

2) Authority to apply for and expend funds from the Federal Railroad Administration under the Local Rail Freight Assistance Program for the Port of Tillamook Bay Railroad at an estimated cost of $395,500 in Federal Funds to undertake track repairs between Hillsboro and Banks. Authorize Director to sign necessary application and contract documents.

3) Authorize the Department to enter into negotiations with the Southern Pacific Railroad for the lease of certain rail lines in Washington, Clackamas, and Yamhill Counties. Mr. Meyerhoff said should a satisfactory agreement be reached with the Railroad, permit the Department to proceed with the selection of an operator for the lines in question. Authorize the Director to sign any necessary contract documents.

There was considerable discussion concerning the request to enter into negotiations with the Railroad for the lease of certain rail lines. Paul Norris indicated the objective is to preserve the lines. The Commission expressed concern about financial obligations and potential liability and asked that a purchase option be added to the lease. Chairman Hollern asked for a briefing on other possible lines, the issue of setting a precedent, and the history of ODOT's involvement in rail lines.

Commissioner Ford moved for approval of the supplement to the Oregon Rail Plan and to apply for and expend funds from the Federal Railroad Administration at an estimated cost of $395,500 for the Port of Tillamook Bay Railroad to undertake track repairs between Hillsboro and Banks. The motion carried unanimously and the Commission authorized the Director to sign the necessary application and contract documents.

The Commission did not approve entering into negotiations with the Southern Pacific Railroad for the lease of certain rail lines in Washington, Clackamas, and Yamhill Counties. Mr. Meyerhoff said the staff would pursue negotiations and bring back more detailed information on the lease agreement, as well as the liability issues, at the next Commission meeting. The Commission agreed to have the staff continue to negotiate and return at a future meeting with the additional information.

Chairman Hollern called for a recess at 10:10 a.m. and reconvened the meeting at 10:20 a.m.

Bill Anhorn requested authority to extend a personal service contract with the All-Terrain Vehicle Association covering the field administration of the All-Terrain Vehicle Program. He explained the current contract expires January 31, 1993. The supplement would cover a three-month extension until April 30, 1993 and will increase the cost by $16,500. He recalled that at the September meeting the Commission approved the selection of a consultant with the continuation of the contracted work. The new contract is to be for a one-year period with two one-year renewal options. That selection process is still in progress and it is expected the contract will be signed during the month of January 1993. The new contract will begin May 1, 1993. He explained this would provide for a transition period in the event the current consultant is not selected for the new contract. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the supplemental contract.

Bill Anhorn requested approval of two interagency agreements with Oregon State University to cover two studies. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission and the State Highway Engineer was authorized to sign the necessary agreements covering the following studies:

1) The evaluation of porous pavements at an estimated cost of $114,000. OSU staff would perform approximately $88,000 of the work and the remaining $26,000 of the work will be done by ODOT staff. This project will be conducted over a 21-month period.

2) Overlay design for unstable asphalt mixes at an estimated cost of $100,000. OSU staff would perform approximately $75,000 of the work and the remaining $25,000 of the work will be done by ODOT staff. This project will be conducted over a 2-year period.

Bill Anhorn requested authority to enter into a flexible services contract for chemical testing involved with underground storage tank removal and disposal. The contract period is from January 1 through June 30, 1993, at a cost not to exceed $70,000. Commissioner Ford moved for approval of the request. The motion carried unanimously. The Commission authorized the State Highway Engineer to select the contractor, award and sign the necessary contract.

Bill Anhorn requested increasing the project authorization on Contract No. 11,208, U.S.B.R. Canal (Klamath Falls) Bridge Section of The Dalles-California Highway in Klamath County in the amount of $67,027.20 (6.6% increase). Commissioner Brody moved for approval of the request and the motion carried unanimously by the Commission.

Don Forbes suggested that the Commission reconsider the delegated authority for contract construction overruns. At the present time, the Commission has delegated to the State Highway Engineer authority to approve project overruns of five percent or less per project for which the authorization exceeds $200,000 and ten percent or less per project on contracts for which the authorization is $200,000 or less. Chairman Hollern agreed with Mr. Forbes' suggestion to delegate to staff the authority to approve relatively small project overruns and he asked the staff to come back with a revised delegation order.

Bill Anhorn requested adding the following projects to the 1993-98 Transportation Improvement Program. Vice Chairman Whitty moved for approval and the motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the necessary agreements.

- Traffic signal installation at the K Mart and Bi-Mart accesses on the Hillsboro-Silverton Highway in Woodburn at estimated cost $110,000 to be paid by the developer. (Fiscal Year 1993)

- Traffic signal reconstruction on Rogue Valley Highway at the intersection of Riverside Avenue and 10th Street in Medford. Cost $80,000. (Fiscal Year 1993)

- Traffic signal installation at the junction of the Mapleton-Junction City Highway and Pacific Highway West in Junction City. Cost $193,000. (Fiscal Year 1994)

- Traffic signal installation at Airport Road on Pacific Highway West in Eugene. Cost $188,000. (Fiscal Year 1994)

- Complete historic mitigation requirements associated with the replacement of the Coquille River Bridge. Estimated cost $270,000. (Fiscal Year 1993)

- Slide repair project on Gold Beach Section of Oregon Coast Highway in Curry County. Estimated cost $625,000. (Fiscal Year 1993)

Don Forbes reported that the Economic Development Department is working with Arthur Pozzi on developing a new secondary wood products facility in Bend. The new facility would employ 35 full-time employees initially with 70 employees at full operation. He explained the City of Bend, Deschutes County, and the Region Engineer concur that for safety in public access considerations, Brinson Boulevard must be extended to accommodate this development. Brinson Boulevard will be extended approximately one-half mile to meet Butler Market Road. The total cost of the project is estimated at $543,258. Of that, $271,629 would be from Immediate Opportunity Funds. He requested the Commission's approval of the project. Commissioner Brody moved for approval of the request. The motion carried unanimously and the Commission authorized the Director to sign the necessary agreement.

Commissioner Ford inquired on the status of the Enhancement Fund Proposal Projects. Mr. Anhorn said the projects would be presented for approval in January.

There being no further business to consider, Chairman Hollern adjourned the meeting at 10:35 a.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Community and Governmental Relations

Roger L. Breezley, Member

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Amendment to an agreement with Lower Umpqua Hospital Foundation to purchase rescue equipment to be used in the Dunes area. This amendment will expand the scope of the project to include the purchase of additional rescue/extrication equipment. There is no additional cost to the Department. The All-Terrain Vehicle Account Allocation Committee recommended this project for funding at their October 16, 1992 meeting. (Approved by William Anhorn November 8, 1992.) (Authorize State Highway Engineer to sign amendment.)

Dated this 15 day of November, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

November 9, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report these actions for your official records:

1) Agreement with Oregon State University to perform evaluation of embedded cell performance that monitors the levels of cathodic protection on bridges as a Highway Planning and Research Project. The performance of these cells has a direct bearing on the effectiveness of Oregon's cathodic protection program for the coastal bridges. This agreement will not exceed $45,000. The Department does not have the staff or skills to accomplish this work. (Approved by William Anhorn November 23, 1992. Authorize State Highway Engineer to sign agreement.)

2) Authorize State Highway Engineer to select, award, and sign a consultant contract for an air conditioning feasibility study for the Transportation Building in Salem at a cost not to exceed $50,000. Funding for this study was approved by the Commission on June 18, 1990, in a budget presentation. (Approved by William Anhorn November 25, 1992.)

Dated this 30 day of November, 1992

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

November 25, 1992

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, the following actions were taken:

1) On October 22, 1992, approved an attachment identifying the payment schedule to a personal service contract with Navran Associates to provide Pride in Public Service Program, Phase II. (Transportation Commission approved the contract on October 15, 1991. Judy Gregory signed for Director.)

2) On October 26, 1992, signed an agreement with Port of Morrow and Kinzua Corporation covering construction of a left-turn refuge on the Heppner Highway, State Highway #52, at the Kinzua property, located at approximately M.P. 43.45 in Morrow County. (Transportation Commission approved March 17 and September 15, 1992, as an Immediate Opportunity Fund Project.)

Dated this 17 day of Nov, 1992

Don Forbes
Director

November 12, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organization Development, the following actions were taken:

1) On June 8, 1992, approved a personal service contract with Consulting and Personal Services, Inc., for a one-half day workshop on Americans with Disabilities Act accessibility standards for State and local government and how to conduct surveys. The workshop was held June 15, 1992, at a cost not to exceed $650.

2) On September 4, 1992, approved a personal service contract with Anita Sawyer Hollander, Ph.D., for "Training in Events Based Financial Processing" classes held on September 8 and September 9, 1992, at a cost not to exceed $3,000.

Dated this 18th day of November, 1992

Judy Gregory
Manager, Human Resource and Organization Development

November 12, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission, the following actions were taken:

1) On September 21, 1992, approved a personal service contract with Consulting and Personal Services, Inc., covering training on Americans with Disabilities Act accessibility guidelines to be conducted on October 2, 1992, at a cost not to exceed $500.00.

2) On October 7, 1992, signed Supplement No. 1 to a personal service contract with OBEC Consulting Engineers covering preliminary engineering and right-of-way acquisition on the Sams Valley Highway Junction-Shady Cove (N. Unit) Section on the Crater Lake Highway in Jackson County. This supplement decreases the contract amount by $2,202.68 for a new sum not to exceed $316,905.32 and extends the completion date to December 31, 1993. (Transportation Commission approved original contract on September 19, 1989.)

3) On October 8, 1992, signed a supplemental agreement with City of Newport covering the installation of a traffic control device at the Pacific Plaza Shopping Center in Newport on the Oregon Coast Highway. This supplement terminates prior agreements as the project was never started and is no longer desired. (State Highway Engineer approved project on April 1, 1986.)

4) On October 13, 1992, signed Supplement No. 2 to a personal service contract with Judy Struloeff covering physical and drug testing for entry level applicants who work in physically demanding and safety-sensitive areas. This supplement extends the contract completion date to January 31, 1993, and increases the funding by $8,000 to a new total not to exceed $23,000 to cover additional employees in the sign and landscape crews in Region 1. (The original contract was approved on March 11, 1992, by the State Highway Engineer and additional funding approved by Chairman Hollern on August 23 and October 9, 1992.)

5) On October 14, 1992, signed Supplement No. 3 to a personal service contract with David Evans and Associates, Inc., covering flexible services for roadway design. The supplement is effective October 14, 1992, through September 19, 1993, and updates the unit price amounts. (Transportation Commission approved the original contract on February 20, 1990.)

6) On October 15, 1992, signed a personal service contract with Stop Oregon Litter and Vandalism (SOLV) for a statewide litter and vandalism campaign. This contract is effective October 20, 1992, through June 30, 1993, at a cost not to exceed $48,000. (Chairman Hollern approved August 23, 1992.)

7) On October 19, 1992, signed Supplement No. 1 to a personal service contract with Anderson Engineering and Surveying for bridge inspection services for Area 9212. This supplement changes the statement of work, extends the contract completion date to February 28, 1994, and adds an additional $171,001.98 to a new sum not to exceed $472,417.73. (Transportation Commission approved contract on April 17, 1991, and additional funds approved on May 21, 1992.)

8) On October 20, 1992, advanced the time period for permissible use of studded tires beginning Saturday, October 24, 1992, to accommodate elk hunters and other travelers who might encounter winter driving conditions. The legal studded tire season is November 1 to April 30 of the following year. The hunting season for Rocky Mountain Elk begain October 28, 1992. (Transportation Commission on October 17, 1990, delegated authority to State Highway Engineer to shorten or lengthen the period of usage.)

9) On October 20, 1992, signed an agreement with Benton County covering inspection and maintenance services on the Harris Covered Bridge. Project period: July 1, 1991, through June 30, 1993. Cost $5,935. (Transportation Commission approved December 17, 1991.)

10) On October 21, 1992, signed an agreement with Department of Geology and Mineral Industries to provide for drilling, casing, and grouting boreholes in the Portland Metropolitan Area. Agreement period: January 1, 1992, to June 1, 1992. Cost not to exceed $30,000. (Chairman Hollern approved October 9, 1992.)

11) On October 23, 1992, signed a personal service contract with Golder Associates, Inc., for subsurface investigations and design recommendations on Rocky Point Viaduct Section of the Oregon Coast Highway in Curry County for the Bridge Section. This contract is effective October 23, 1992, through January 31, 1993, at a cost not to exceed $44,160. (Chairman Hollern approved September 4, 1992.)

12) On October 28, 1992, approved an agreement with the Department of Land Conservation and Development to use $60,000 of the State Highway Fund for the development of the Highway 101 Corridor Plan to fulfill part of the matching requirements for the Federal Coastal Zone Management Act Section 306 Grant. Agreement period: October 28, 1992, through June 30, 1993. (Thomas D. Lulay signed for State Highway Engineer.)

13) On November 2, 1992, approved an emergency repair for structure damage by an overheight vehicle on October 27, 1992, M.P. 10.44E on the Willamette River (Ellsworth Street) Bridge on the Albany-Corvallis Highway No. 31, in Linn and Benton Counties. Estimated cost is $150,000 to $200,000.

Due to the potential hazard to the traveling public, the possible closure of the highway, and additional structural damage, I declared an emergency to exist.

Due to the emergency nature of the situation, time was not available to formally obtain bids and the District Manager was directed to enter into a contract with a firm capable of completing the needed repairs to the structure in an expedient manner. In addition, the Albany Bridge Crew will replace several compression members that are damaged beyond repair.

14) On November 3, 1992, signed Supplement No. 3 to a personal service contract with David Evans and Associates, Inc., for on-call field survey services on the Westside Light Rail Project in Region 1. (Transportation Commission approved contract on October 17, 1990, and additional funds on August 20, 1991.)

EXHIBIT D

MINUTES OF 12/15/92

15) On November 4, 1992, approved a personal service contract with Cummins Northwest, Inc., to provide Cummins diesel engine technical training to Department of Transportation heavy equipment mechanics. The training sessions will be approximately five, 2-day sessions beginning November 10, 1992, through April 1, 1993, at a cost not to exceed $9,500.

16) On November 5, 1992, signed Supplement No. 1 to a personal service contract with Coffey Laboratories, Inc., covering chemical testing for cleanup of underground fuel storage tanks. This supplement is effective November 5, 1992, through March 31, 1993, and adds an additional $30,000 to a new sum not to exceed $40,000. (Chairman Hollern approved additional funds on October 9, 1992.)

17) On November 9, 1992, signed an agreement between Union County, Wal-Mart Stores, Inc., and Marizona, Inc., covering construction of a public road, Walton Road, which will extend from Wallowa Lake Highway to Buchanan Lane, and to install a traffic control signal at the intersection of Wallowa Lake Highway and Walton Road. (Transportation Commission approved the Old Oregon Trail-Island City Section of the Wallowa Lake Highway as part of the 1991-96 Six-Year Highway Improvement Program on July 17, 1990, and approved the Walton Road Section of the Wallowa Lake Highway on May 21, 1992.)

Dated this day 18TH of NOVEMBER, 1992

William Anhorn
State Highway Engineer

November 12, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the N.W. Hooker Road-N.E. Alameda Avenue Section of the Oakland-Shady Highway in Douglas County. Bids received September 24, 1992. Contract No. 11,246 awarded on October 19, 1992, to Roseburg Paving Co., Roseburg, at $3,329,754.95.

2) Work on the John Day Highway Scenic Vistas Section of the John Day and Central Oregon Highways in Malheur, Baker and Wheeler Counties. Bids received October 22, 1992. Contract No. 11,247 awarded on November 9, 1992, to Mocon Corporation, Portland, at $155,923.00.

3) Computer Control Linking Project on Portland City Streets in Multnomah County. Bids received October 22, 1992. Contract No. 11,248 awarded on November 9, 1992, to Tice Electric Co., Portland, at $259,990.00.

4) Work on the South Bank Chetco River Road Section at its intersection with Oregon Coast Highway in Curry County. Bids received October 22, 1992. Contract No. 11,249 awarded on November 9, 1992, to Mocon Corporation, Portland, at $521,445.00.

5) Work on the M.P. 23.75-M.P. 23.95 Section of the Woodburn-Estacada Highway in Clackamas County. Bids received October 22, 1992. Contract No. 11,250 awarded on November 9, 1992, to Durbin Construction Company, Eugene, at $466,677.25.

6) Work on the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway in Tillamook County. Bids received October 22, 1992. Contract No. 11,253 awarded on November 9, 1992, to Roy L. Houck Construction Company, Salem, at $860,766.00.

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7) Work on the Riverside Drive-Lake Creek Section of the Corvallis-Lebanon Highway in Linn County. Bids received October 22, 1992. Contract No. 11,254 awarded on November 9, 1992, to Wildish Paving Co., Eugene, at $885,443.60.

Dated this 18TH day of NOVEMBER, 1992

William Anhorn
State Highway Engineer

November 12, 1992

EXHIBIT D
MINUTES OF 12/15/92

STATE HIGHWAY ENGINEERS

DAMAGE TO STRUCTURE CLAIMS

1992 Third Quarter Report

CLAIMS PENDING as of July 1, 1992	528
CLAIMS OPENED	191
CLAIMS CLOSED	208
CLAIMS PENDING as of September 30, 1992	511

REVENUE AMOUNTS

153 Full Payments	$ 191,236.94
129 Partial Payments	7,788.63
Total	$ 199,025.57

ABANDONMENTS

55 Claims	$ 23,118.68

Prepared by
Laurie A. Hall, Damage Claims Coordinator
Department of Justice
Finance and Government Section

JGG04F32
11/12/92

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

In accordance with the Oregon Transportation Commission, Delegation Order. No. 35B, paragraph 67, I approved on October 21, 1992, the following State Preservation Program and report this action for the official records.

REGION 1
1993 SURFACE PRESERVATION PROGRAM

28-Aug-92
01:43 PM

Dist.	Hwy. No.	Section	Beg. MP	Length	Cost (X1000)	Type of Work
2A	2S	Hillsboro-Forest Grove	12.44	5.44	680	Cold Plane 1 1/2" AC Overlay
2A	29	US 26 - Hocken Road	0.00	4.02	495	Cold Plane 1 1/2" AC Overlay
2A	2W	Clatskanie	60.86	1.14	130	Cold Plane Overlay
2A	1W	217 - Greenberg Road	8.67	0.26	115	Cold Plane Overlay
2A	47	Osweg Creek - MP 27.27	23.00	4.27	360	1 1/2" AC Overlay
2A	2W	Tide Creek - Columbia City	32.60	4.00	290	1 1/2" AC Overlay
2A	47	Helvetia Road - Cornelius Pass	61.10	1.48	220	Cold Plane Overlay
2B	68	Columbia Blvd. - Division St.	0.00	4.15	570	Inlay
2B	1E	Haig Street - Harold Street	1.80	2.55	560	Inlay
2C	26	I-205 - SE 182nd Avenue	5.75	5.83	400	Cold Plane 1 1/2" AC Overlay
2C	161	Four Corners - Colton	16.43	3.72	270	1 1/2" AC Overlay
2C	172	Eagle Creek - Sandy	0.23	6.17	380	1 1/2" AC Overlay
2C	282	Junction 26 - Junction 281	0.00	3.45	210	1 1/2" AC Overlay
2C	173	Highway 26 - Timberline	0.12	5.37	290	1 1/2" AC Overlay
					4,680	

Overprogrammed Projects:

2B	1E	Columbia Blvd. - Marine Drive	X3.75	2.36	270	1 1/2" AC Overlay
2B	171	82nd Drive - 122nd Avenue	5.05	1.51	230	1 1/2" AC Overlay
2C	125	Troutdale-Woodward Road	1.84	3.92	240	1 1/2" AC Overlay
2C	161	Hillock Burn Road - Estacada	28.70	4.79	350	1 1/2" AC Overlay
2A	102	MP 65.56 - US 26	65.60	11.40	500	1 1/2" AC Overlay
2A	47	Clay and Market Street	73.97	0.65	145	Cold Plane 1 1/2" AC Overlay

REGION 2
1993 SURFACE PRESERVATION PROGRAM

28-Aug-92
01:43 PM

Dist.	Hwy. No.	Section	Beg. MP	Length	Cost (X1000)	Type of Work
1	9	Nedonna Beach Road - Barview	48.6	5.40	1,160	Overlay Roadway/Construct Bikeway*
1	9	Brooten Road - Nestucca River Bridge	90.3	1.5	315	Overlay
3	162	ECL Gates - Little Sweeden	33.6	5.0	530	Overlay
3	1E	MP 27.1 - Woodburn NCL	27.5	3.4	1,900	Construct Bikeway/Overlay Roadway**
3	1W	Perrydale Road - Crawley Road	45.0	7.3	1,025	Overlay
3	161	Pacific Hwy. East - Clackamas Co. Line	0.1	2.5	314	Overlay
3	160	Marquam Cr. - Church Street	22.3	6.9	558	Overlay
4	9	Depoe Bay Bridge - NE 54th	127.6	5.6	1,640	Overlay
					7,442	

* Construction of Bikeway to be funded through Bikeway Program (37% of project estimate)
** Construction of Bikeway to be funded through Bikeway Program (18% of project estimate)

731-0314 (10-90)

EXHIBIT D

MINUTES OF 12/15/92

REGION 3
1993 SURFACE PRESERVATION PROGRAM

28-Aug-92
01:43 PM

Dist.	Hwy. No.	Section	Beg. MP	Length	Cost (X1000)	Type of Work
5	69	NW Expressway-Gateway St. (Eastbound)	7.65	5.35	400	Rotomill 2" in Travel Lanes Class "F" AC Inlay
5	1W	Enid Road - Beltline Highway	116.67	1.57	350	Class "F" AC Overlay
5	229	Poodle Creek Road - Cheshire *	38.95	7.20	120	Intermittent Machine Patching
5	15	Clear Lake - Belknap Springs Hwy. **	54.97	6.94	300	Class "C" AC Overlay - 1 1/2"
6	234	Oak Street - South Roseburg (Stephens St.)	17.48	0.72	150	Class "B" AC Overlay - 2"
6	45	District 6 Overlay Projects	24.97	7.05	578	Class "F" AC Overlay
6	73	Susan Creek - USFS Boundary	29.24	1.55	88	Class "F" AC Overlay - 1 1/2"
6	231	Dodge Creek - Sutherlin *	21.20	2.8	25	1/2" - 1/4" Chip Seal
7	9	Tenmile Passing Lane - Saunders Lake	224.4	2.60	270	Class "F" AC Overlay - 2"
7	35	Remote Campground - Slater Creek	40.51	5.49	455	Class "F" AC Overlay - 2"
7	240	Broadway - Coos Bay City Limits	1.70	0.55	120	Class "B" AC Inlay - 1 3/4"
8	63	Central - Riverside Couplet	5.49	2.60	785	Class "C" AC Overlay - 1 1/2" w/rotomilling
8	260	Lincoln Road - Gunnel Road *	1.79	6.61	115	1/2" - 1/4" Chip Seal (Material Only)
8	22	Whiskey Creek - Klamath County Line *	63.6	2.20	160	Intermittent Machine Patching
					3,916	

Overprogrammed Project:

5	9	Siuslaw River - Douglas County Line	191.15	7.43	600	Class "F" AC Overlay - 2"

* General Services Project
** Project contingent on matching funds from USFS.

REGION 4
1993 SURFACE PRESERVATION PROGRAM

28-Aug-92
01:43 PM

Dist.	Hwy. No.	Section	Beg. MP	Length	Cost (X1000)	Type of Work
9	4	The Dalles - Tygh Ridge	0.5	22.0	550	Cold In Place Recycle
9	42	Shaniko - South Jct., Phase 2 *	53.3	10.2	577	Intermittent Inlay
10	41	Ochoco Summit - MP 60.5	50.0	10.5	900	2" Cold Mix Overlay
10	7	Brothers - Hampton (MP 48.1-62.1)	48.1	14	720	2" CIR w/2" EAC Overlay
10	7	Lake County Line - Riley (MP 74.5-104.6)	74.5	16.9	560	CIR w/ Chip Seal
10	7	Horse Ridge Rock Production **	18.0	0	150	Produce 3/8" - #10 Chip Seal Rock
11	20	Malin Jct. - N. Poe Valley Road	5.5	4.0	450	2" Overlay w/1" leveling
11	270	Eagle Ridge Road - Lakeshore Drive +	48.9	13.5	1,460	CIR w/3" EAC Overlay
					5,367	

Overprogrammend Project:

10	19	MP 22.0 - 35.45	22.0	13.5	464	Cold In Place Recycle

* Savings from 1992 Preservation Program
** Savings from 1991 Construction Projects. Total project cost is $350,000; Deschutes County will pay 50% and District will contribute $25,000.
\+ Partically funded with Preservation Plus funds.

REGION 5
SURFACE PRESERVATION PROGRAM (Corrected)

14-Sep-92
08:37 AM

Hwy. No.	Section	Beg. MP	Length	Cost (X1000)	Type of Work
28	District 12 Paving	0.0	1.6	487	Inlay
28	Ukiah Jct. - Five Mile Creek	49.5	5.1	782	Overlay
332/339	Washington State Line - Milton-Freewater	0.0	7.9	484	Oil Mat
6	Weston Jct - S Main St (Milton-Freewater) +	20.45	6.45	1,655	Overlay
6	East Emmigrant Park-Meacham (Frontage Rd)	F235.08	3.71	378	Overlay
10	Minam Preservation Section	29.4	1.9	192	Overlay
12	MP 50.0 - Idaho State Line +	50.0	20.8	2,061	Overlay
7	Harper Jct. - Grove	223.0	15.7	690	Chip Seal w/Crack Seal
5	Dixie Summit - Austin Jct.	183.3	7.4	883	Overlay
48	MP 32.0 - Harney County Line	32.0	8.4	852	Overlay
7	Jct. Lakeview Hwy - Sage Hen Hill +	104.6	10.9	1,150	Overlay
7	Kingsbury Gulch - Black Canyon +	183.0	10.0	1,982	Overlay
				11,616	

Overprogrammed Project:

66	Telocaset - Baker	24.60	25.90	1,980	Recycle and Overlay
456	Jordan Creek - Burns (South Unit) *	52.97	13.21	2,117	Overlay

* Section can be adjusted depending on funds available
\+ Preservation Plus Project.

EXHIBIT D

MINUTES OF 12/15/92

October 5, 1992

TO: Cam Gilmour
Manager, Program Section

FROM: Bob Allen for
Don Wagner
Region 3 Administrator

SUBJECT: Project Funding Changes

In order to keep our 1993 State Preservation Program moving and fund 2 additional identified and obligated projects, we are proposing the following:

Delay Oak Knoll Dr. - Neil Cr. until 1994	+1,800,000
Under funded '93 State Preservation	- 781,000
Add Coquille River Br. (Old) Removal	- 226,000
Add Gold Beach Slide Repair	- 600,000
Balance	+ 193,000

The under funded '93 State Preservation is due to the difference between the $3,900,000 allocation from Wayne Cobine and the $3,200,000 in the T.I.P. Our identified '93 program is $3,981,000.

Funding for construction of Oak Knoll - Neil Creek in 1994 will be identified when we have a better resolution of the 1994 program and the possible changes. We propose to leave the funding for acquiring R/W intact so this work can proceed.

On November 13, 1992, I approved the following revision to Region 3's portion of the 1993 Preservation Program:

Cancell:

Dist.	Hwy.	Section	Begin MP	Length	Cost (X1000)	Type of Work
5	1W	Enid Road-Beltline Highway	116.67	1.57	350	Overlay
6	234	Oak Street-South Roseburg	17.48	0.72	150	Overlay

Add:

Dist.	Hwy.	Section	Begin MP	Length	Cost (X1000)	Type of Work
7	9	McTimmons Rd-Lower Fourrhile	280.62	1.1	100	Overlay

Dated this 27TH day of NOVEMBER, 1992

William Anhorn

William Anhorn, State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

November 18, 1992 COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FUND EXCHANGE					
State Street City of Salem		$ 500,000	$ 470,000		11/12/92
Butler Market Road Deschutes County		$ 259,171	$ 243,621		11/9/92
Beaver Creek Bridge Lincoln County		$ 122,810	$ 115,441		11/9/92
Reconstruction 3 County Roads Sherman County		$ 124,176	$ 116,725		11/9/92
12th Street City of Lebanon		$ 149,000	$ 140,060		11/9/92
Waverly Drive and 2nd Avenue City of Albany		$ 355,514	$ 334,183		10/23/92
Klaskanine Avenue City of Astoria		$ 240,569	$ 226,135		10/23/92
Reconstruction 4 City Streets Monmouth-Independence		$ 123,834	$ 116,404		10/28/92

MKS034.PK

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Reconstruction 4 City Streets City of Corvallis	$ 237,133	$ 222,905	10/23/92
Parrish Creek Road Wheeler County	$ 111,782	$ 105,075	10/23/92

Approved Joe Specht for
Cam Gilmour, Manager
Program Section

Date 11/19/92

MKS034.PK
731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On September 13, 1992, signed an agreement with Benton County covering street improvements at the following locations: West Hills Road at Reservoir Road, Lewisberg Road, Highland Road, Bellfountain Road, Woods Creek Road, and Plymouth Road. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project on September 8, 1992.)

2) On October 13, 1992, signed an agreement with Marion County covering the Little North Santiam River (Pioneer Road) Bridge Project. (Program Section Manager approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

3) On October 13, 1992, signed an agreement with Marion and Linn Counties covering construction of a new North Santiam River (Gates) Bridge. (Program Section Manager approved project March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

4) On October 28, 1992, signed an agreement with Deschutes County covering the Studio Road-Deschutes Market Road Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program.)

5) On October 28, 1992, signed an agreement with Sherman County covering the Hildebrand Road, Emigrant Springs Road, and Gerkling Canyon-Tom Road Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved November 9, 1992.)

6) On October 28, 1992, signed an agreement with Multnomah County covering construction of Cornelius Pass Road/Skyline Boulevard Intersection Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project September 18, 1992.)

7) On October 28, 1992, signed an agreement with City of Salem to rebuild the structures crossing Interstate 5 at D Street and at Center Street, realign Hawthorne Avenue, construct three cul-de-sacs for local access (Hawthorne north of Market Street, Hawthorne south of Market Street, and Fisher Road north of Market Street) and reconstruct Market Street Interchange Project. (Transportation Commission approved project July 17, 1990, as part of the Six-Year Highway Improvement Program.)

8) On October 30, 1992, signed an agreement with T. Michael and Associates, Ltd., and City of Tigard covering construction of the Southern Pacific Railroad Crossing at the Beaverton-Tigard Highway Section of Scholls Highway with sidewalks along S.W. Cascade Avenue Project. (Transportation Commission approved July 21, 1992, as part of the Six-Year Transportation Improvement Program.)

Dated this 19th day of November, 1992

Cam Gilmour

Cam Gilmour, Manager
Program Section

November 12, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On September 30, 1992, approved a parking prohibition on the westerly shoulder (right side) of Pacific Highway West No. 1W in Lane County from M.P. 111.10 to M.P. 111.27 between Eugene and Junction City.

2) On October 5, 1992, approved an agreement with City of Beaverton and Washington County covering traffic signal maintenance and adjustments to signal timing on State highways in the Beaverton area.

3) On October 5, 1992, approved a parking prohibition on the south side of Northeast Portland Highway in Clackamas County from M.P. 15.94 to M.P. 16.03, City of Portland.

4) On October 6, 1992, approved a parking prohibition on Silver Creek Falls Highway No. 163 in Marion County from M.P. 27.36 to M.P. 27.50, southeast of Silverton.

5) On October 9, 1992, approved an agreement with City of Lake Oswego to widen a portion of Oswego Highway and upgrade the traffic control signal equipment at the intersection of Oswego Highway and the future Marylbrook Drive.

6) On October 15, 1992, adopted Speed Zone Order No. 1023 covering the following sections from south of Central Point to North of Medford on the Rogue Valley Highway in Jackson County:

   50 MPH from M.P. 3.31 to M.P. 4.55
   40 MPH from M.P. 4.55 to M.P. 4.63

   Rescinded Speed Zone Order No. 796 dated January 9, 1979.

EXHIBIT F
MINUTES OF 12/15/92

7) On October 15, 1992, revised Speed Zone Order No. 1001 dated October 18, 1991, on the Oregon Coast Highway in Clatsop County. This revision added M.P. 24.70 to M.P. 24.72 (0.24 mile south of Rippet Road to 0.24 mile north of Sunset Highway No. 47) which was not included on the October 18, 1991, action.

8) On October 21, 1992, approved a parking prohibition on the west side of the Oregon-Washington Highway No. 8 in Umatilla County from M.P. 33.53 to M.P. 33.63.

9) On November 4, 1992, approved an agreement between the City of Lincoln City and Mid City Plaza to add an east leg to the existing three-way signal at the intersection of US 101 (Oregon Coast Highway) and SE 8th Street, which is the location of the Lincoln Square Civic Center Complex and Mid City Plaza.

10) On November 4, 1992, approved an agreement with City of Woodburn to develop the existing three-way signal at Highway 140 (Hillsboro-Silverton Highway) and Evergreen Road.

Dated this 19 day of November, 1992

Dwayne Hofstetter, Traffic Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

NORTH ROSEBURG INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

6112014	Sandra A. Delfs	Offer:	$ 37,600.00
6112048	Richard N. & Marilyn Carter		6,100.00

NOTI-VENETA SECTION OF THE FLORENCE-EUGENE HIGHWAY

6074010	Oregon Dept. of Veterans' Affairs	Offer:	$ 45,600.00
6074012	Oregon Dept. of Veterans' Affairs		1,050.00

SW 82ND PLACE SECTION OF THE GOLF CREEK ACCESS ROAD HIGHWAY

6180001	Lincoln Brookdale LTD.,	Offer:	$116,500.00
6180002	Edwin & Margaret Blatter		18,500.00
6180003	Sunset-76th., Inc.		7,800.00

Dated this 20th day of November, 1992.

Steve Green, Manager
Right of Way Section

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and subdelegated to the Maintenance/Construction Engineer (Subdelegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Moseman Construction Co. Contract No. 10376 Acceptance Date: October 7,1992	12th St S.E.-24th St (Salem) Marion County
Wildish Standard Paving Co. Contract No. 10939 Acceptance Date: October 9,1992	Corbett Interchange - Multnomah Falls Multnomah County
Tri-State Construction,Inc. Contract No. 10846 Acceptance Date: October 20,1992	Camas Valley - Camas Mountain Wayside Douglas County
J.C.Compton Contractors,Inc. Contract No. 10874 Acceptance Date: October 20,1992	Forge Rd.-Lobert(S.Unit) Klamath County
Lakeside Industries Contract No. 10914 Acceptance Date: October 20,1992	Greenburg Rd.-Tualatin River Washington County
Holm II,Inc. Contract No. 10988 Acceptance Date: October 21,1992	Lost River Bridge Klamath County
Neil L.Quade Construction Contract No. 11011 Acceptance Date: October 21,1992	Alsea Bay Br.Historic Interpetive Center Lincoln County
R.L. Coats Contract No. 11047 Acceptance Date: October 21,1992	MP 61.6 -MP 83.8 Various
Superior Paving Co. Contract No. 11052 Acceptance Date: October 21,1992	District 12 Oiling Various

EXHIBIT H

MINUTES OF 12/15/92

JAL Construction,Inc. Contract No. 11058 Acceptance Date: October 21,1992	MP 37.12 - MP 37.64
Oregon Asphaltic Paving Co.,Inc. Contract No. 11071 Acceptance Date: October 21,1992	Jackson County N.E. Portland Hwy. at N.E. 181st Ave. Multnomah County
Linnco Electric Co. Contract No. 11079 Acceptance Date: October 21,1992	Signal System Interconnect (Springfield) Lane County
K-2 Construction Contract No. 11099 Acceptance Date: October 21,1992	Oswego Canal(Brynat Road) Bridge Clackamas County
Holm II,Inc. Contract No. 11116 Acceptance Date: October 21,1992	N.Fk.Nehalem Rv.(McDonald) Bridge Tillamook County
Town & Country Fence Co.,Oregon Contract No. 11141 Acceptance Date: October 21,1992	I-205 at Otty Road U'Xing. Clackamas County
Landworks Northwest ,Inc. Contract No. 11143 Acceptance Date: October 21,1992	Powder River(Rockfall) Baker County
J.C. Compton Contractors,Inc. Contract No. 11161 Acceptance Date: October 21,1992	Fossil - MP 74.0 Wheeler County
J.C. Compton Contractors,Inc. Contract No. 11174 Acceptance Date: October 21,1992	Main Street -I-84 (Baker City) Baker County
Central Oregon Pavers,Inc. Contract No. 11182 Acceptance Date: October 21,1992	District 4 Chip Seal Projects - 1992 Linn County

EXHIBIT H

MINUTES OF 12/15/92

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$39,806,732.17	$104,962,923.35
Anticipated Costs	$39,736,752.55	$112,923,388.40
Percentage Overrun (Underrun)	-0.02%	+7.6%

for Kenneth D Karnes
Wayne F. Cobine, Manager
Office of Operations
Date 10-21-92

BMW:bmw

DELAUTH

EXHIBIT H
MINUTES OF 12/15/92

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 93 [July 1]

REGION	Current FY 4 Months to Date -	+	TOTAL	AVE % by REGION	Prior FY Totals -	+	AVE % by REGION
1	14	6	20	+ 2.0	24	13	+1.9
2	7	2	9	+18.4	21	4	-3.6
3	6	4	10	+ 3.3	20	10	+1.1
4	8	3	11	+ 4.8	15	3	-1.2
5	8	3	11	+ 3.1	17	6	+3.8
TOTAL	43	18	61	+ 7.6	96	38	+1.3

- Projects underrunning Original Authorization
+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

EXHIBIT H
MINUTES OF 12/15/92

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and subdelegated to the Maintenance/Construction Engineer (Subdelegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Ross Bros.Construction,Inc. Contract No. 10815 Acceptance Date: November 19,1992	Tualatin River Bridge Washington County
Roseburg Paving Co. Contract No. 10963 Acceptance Date: November 19,1992	Sutherlin Interchange - Garden Valley Blvd. Douglas County
R.L. Coats Contract No. 11009 Acceptance Date: November 20,1992	Terrebonne - O'Neil Junction Deschutes County
J.C.Compton Contractor,Inc. Contract No. 11075 Acceptance Date: November 20,1992	Imbler - Elgin Union County
Umpqua River Navigation Co. Contract No. 11100 Acceptance Date: November 20,1992	Greenwood Ave.- Elm Ave. (Coos Bay) Coos County
Bracelin - Yeager Trucking,Inc. Contract No. 11110 Acceptance Date: November 20,1992	Myrtle Point S.C.L. - Powers Junction Coos County
Morse Bros.,Inc. Contract No. 11135 Acceptance Date: November 20,1992	Woodburn - Brooks(Bikeway) S.Unit Marion County
Oregon Asphaltic Paving Co.,Inc. Contract No. 11144 Acceptance Date: November 20,1992	District 13 Chip Seal Union County
J.C. Compton Contractor,Inc. Contract No. 11176 Acceptance Date: November 20,1992	Clear Lake - Old McKenzie Hwy. Lane and Linn Counties

RECEIVED
DOT DIRECTOR
REFER TO
NOV 20 1992
FOR

EXHIBIT H
MINUTES OF 12/15/92

Kiweit Pacific Co. Contract No. 10830 Acceptance Date: November 9,1992	I-205-N.E. 138th Ave.(Portland) Multnomah County
Ross Bros.Construction,Inc. Contract No. 10581 Acceptance Data: October 29,1992	Cornelius Pass Road Interchange Washington County
Bracelin - Yeager Excavating and Trucking ,Inc. Contract No. 11197 Acceptance Date: November 20,1992	District 7 Overlay Projects Coos County
Bayview Transit Mix,Inc. Contract No. 11205 Acceptance Date: November 20,1992	Arch Cape Tunnel - Short Sand Creek Clatsop and Tillamook Counties
LTM,Inc.dba Linninger Tru-Mix,Inc. Contract No.11134 Acceptance Date: November 20,1992	Millers Gulch - Rock Point (Bikeway) Jackson County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$22,584,132.92	$127,547,056.27
Anticipated Costs	$22,847,105.83	$135,770,494.23
Percentage Overrun (Underrun)	+1.2%	+6.4%

Wayne F. Cobine, Manager
Office of Operations
Date 11-20-92

BMW:bmw

DELAUTH

EXHIBIT H
MINUTES OF 12/15/92

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 93 [July 1]

REGION	Current FY 5 Months to Date -	+	TOTAL	AVE % by REGION	Prior FY Totals -	+	AVE % by REGION
1	14	9	23	+ 4.7	24	13	+1.9
2	10	2	12	+16.9	21	4	-3.6
3	11	4	15	-0.01	20	10	+1.1
4	9	3	12	+ 3.7	15	3	-1.2
5	9	4	13	+ 2.2	17	6	+3.8
TOTAL	53	22	75	+ 6.4	96	38	+1.3

\- Projects underrunning Original Authorization
\+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	H	MINUTES OF	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On October 8, 1992, approved an agreement with Union County covering law enforcement services in the designated winter recreation parking locations in the Anthony Lakes and Spout Springs Ski Areas. This agreement covers 17 days of law enforcement services between November 26, 1992 and March 28, 1993, at an approximate cost of $205.88 per day.

Dated this 16 day of November, 1992

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

November 12, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On October 23, 1992, approved a personal service contract with L.R. Squier Associates, Inc., covering a geotechnical consultation for the Highland Interchange Project in Multnomah County. This contract is effective October 23 through December 31, 1992, at a cost not to exceed $9,990.

Dated this 17 day of November, 1992

Terry J. Shike

Terry ~~J.~~ Shike, Bridge Engineer

November 12, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, renamed as Region 1 Manager, the following action was taken:

1) On October 9, 1992, abandoned 16 property damage claims totaling $13,563.00. (Detailed information in Commission's files, Salem.)

Dated this 19 day of November, 1992

Don Adams
Region 1 Manager

November 12, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, now renamed as Region 2 Manager, the following actions were taken:

1) On October 9, 1992, abandoned three property damage claims totaling $1,998.23. (Detailed information in Commission's files, Salem.)

2) On October 26, 1992, signed a personal service contract with Ruth I. Johnson for a "Negotiating for Results" course to be conducted on November 2 and 3, 1992, for Region 2 employees. This contract is effective October 28 through December 31, 1992, at a cost not to exceed $1,600. (W. Gary Johnson signed for Region 2 Manager)

Dated this 18th day of NOV, 1992

Ken Husby

Ken Husby
Region 2 Manager

November 12, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, now renamed as Region 3 Manager, the following action was taken:

1) On October 9, 1992, abandoned seven property damage claims totaling $4,397.24. (Detailed information in Commission's files, Salem.)

Dated this 18 day of November, 1992

Donald R. Wagner
Donald R. Wagner, Region 3 Manager

November 12, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, renamed as Region 4 Manager, the following action was taken:

1) On October 9, 1992, abandoned one claim totaling $2,481.51. (Detailed information in Commission's files, Salem.)

Dated this 18 day of Nov., 1992

Dale D. Allen
Region 4 Manager

November 12, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, now named as Region 5 Manager, the following actions were taken:

1) On October 2, 1992, signed Supplement No. 1 to a personal service contract with Milt Thursam to conduct two additional days of welding instruction at two locations in Region 5. This supplement adds an additional $700, extends the contract completion date to November 30, 1992, and changes the scope of work. (Walt Sullivan signed for Region 5 Manager.)

2) On October 19, 1992, abandoned five property damage claims totaling $1,484.72. (Detailed information in Commission's files, Salem.)

Dated this 10th day of Nov., 1992

J. X. Wilson

J. X. Wilson
Region 5 Manager

November 12, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
0	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials, the following action was taken:

1) On October 8, 1992, approved an intergovermental agreement with Chemeketa Community College to conduct a "Crane Operator's Safety Training" course in Klamath Falls on October 21 and 22, 1992, at a cost not to exceed $2,291.

Dated this 16 day of November, 1992

W. J. Quinn
Engineer of Materials

November 12, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
P	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Permits and Weighmasters Section, the following action was taken:

1) On September 24, 1992, signed an interagency agreement with Public Utility Commission to develop computer software that will record PUC and International Registration Plan license plate number of trucks passing a scanning area. This agreement is effective September 24, 1992, through September 30, 1993. PUC has budgeted $75,000 of state funds and has been awarded a Federal grant for a maximum of $77,551 as provided by Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Dated this 16th day of Nov., 1992

Stephen Johnston, Manager
Office of Permits and Weighmasters

November 12, 1992

Oregon Department of Transportation

Advancing Aviation in Oregon

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
Q	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*
SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

AERONAUTICS DIVISION

By your duly adopted delegation order, you authorized me, and through me my designees, in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

Contractual Action

1. 4/27/92 Personal Service Contract, SAR Training Seminar, John W. Keener, Inc. (SAR 1-92), $750, expires 5/31/92.

2. 4/27/92 Personal Service Contract, SAR Training Seminar, Bobbie J. Girad (SAR 2-92), $375, 5/31/92.

3. 4/27/92 Personal Service Contract, SAR Training Seminar, Louis E. Gray (SAR 3-92), $375, 5/31/92.

4. 6/5/92 Amendment No. 1 to Personal Services Contract, Environmental Assessment, Bandon State Airport, W & H Pacific, Inc., amends delivery schedule.

5. 06/29/92 Personal Service Contract for implementation of Strategy at Aurora State Airport, John Y. (Jack) Lansing. Work to be completed in six months. Contract #11,228, $15,000.

6. 7/28/92 Timber Contract, Siletz Bay State Airport, Full Service Tree Company, ends 9/1/92.

7. 8/24/92 Personal Service Contract P-S9-92, AirTech, 1992 System Plan, $92,660, ends 12/31/93.

8. 8/31/92 Cooperative Interagency Agreement, Department of Forestry, DOF to repair and maintain vehicles owned and operated by OAD, perpetual.

Real Property Action

1. 5/28/92 Noncommercial Hangar Site Lease, Siletz Bay State Airport, Site 10, Jim Sutton, $360.00 annually, expires 4/30/97.

DELEGATED AUTHORITY REPORT

2.	6/5/92	Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-10, Gary L. Miner, $150.00 annually, expires 1/31/97.
3.	6/17/92	Noncommercial Hangar Site Lease, Lebanon State Airport, Suite E-12, Robert Johnson dba Suburban Pump Sales and Service, $150.00 annually, expires 12/31/96.
4.	7/8/92	Noncommercial Hangar Site Lease, Lakeside State Airport, Site 1, Mark McPeek, $140.00 annually, expires 2/4/97.
5.	7/13/92	Noncommercial Hangar Site Lease, Cape Blanco State Airport, Site "A", Paul E. and Gail M. Rooney, $52.50 annually, expires 6/30/97.
6.	7/22/92	Special Use Agreement for the Application of Liquid Sludge, Siletz Bay State Airport, Siletz Keys Sanitary District, expires 7/31/94.
7	7/22/92	Noncommercial Hangar Site Lease, Cottage Grove State Airport, Site N-02, Walter Dunden, $185.00 annually, expires 6/28/97.
8.	7/28/92	Noncommercial Hangar Site Lease, John Day State Airport, Harry Claus, Site 7, 1470 sq ft, expires 5/31/97, $102.90 annually.
9.	7/30/02	Amendment No. 1 to Option to Lease Airport Property, Chiloquin State Airport, Doug Crawford, Ron Rima, and Darlene Nimmo, adds 1 year to option and reproportions payment.
10.	8/11/92	Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-4, Terrance Rahe, 1,500 sq. ft, $150.00 annually, expires 4/22/97.
11.	9/12/92	Amendment No. 2 to Commercial Hangar Site Lease, Independence State Airport, June Powers, dba Just Plane Parts, changes square footage from 4,500 to 3,300 and annual consideration from $7.20 to $528.
12.	9/22/92	Noncommercial Hangar Site Lease, Independence State Airport, Site 7, Experimental Aircraft Association, Chapter 292, 2,132 sq. ft, $213.20 annually, expires 8/31/97.
13.	10/8/92	Noncommercial Hangar Site Lease, Lebanon State Airport, Site E-16, Fred Yates, 2296 sq. ft., $229.60 annually, expires September 30, 1997.
14.	11/6/92	Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-14, Lee A. Borchers, $150.00 annually, expires 4/27/97.

Dated this 12 day of November, 1992

Wanda Kennedy

Wanda Kennedy, Manager
Aeronautics Division

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
R	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. On August 17th, 1992, signed a Supplemental Capital Assistance Grant funded through FTA Section 18 and U.S. D.O.E Stripper Well (oil overcharge fund), in the amount of $63,110.

Grantee	Sec. 18 Funds	Stripper Well Funds
Columbia County	$ 50,090	$ 13,020

2. On August 27th, 1992, signed a Special Transportation Grant Capital Assistance Agreement with the Lane Transit District for $31,040. This agreement covers the capital portion of the demonstration grant awarded in July 1992.

3. Rural Transit Assistance Program (RTAP). A 100% federally funded program to provide training, technical assistance, research and other support services to transportation providers in small cities and rural areas. Provided scholarships to the following recipients to attend the 1992 Oregon Transportation Conference:

Signed 9-10-92

Name	Agency	Award
Jackie Ahrens	OR Cascades West COG	$167.20
Lee Austin	Lincoln Co STF	$220.13
Marti Ballance	South Lane Wheels	$211.90
Harold Blanch	Malheur COA	$180.00
Kenneth Bogart	Grant Co Trans Dist	$262.93
Carmen Bojarski	Jo Co Comm Serv	$156.00
Cynda Bruce	Lincoln COA	$153.20
Zee Carman	New Day Enterprises	$271.17
Katie Cissell	ARC - Corvallis	$125.41
Bob Clark	FACT	$224.93
Sherrin Coleman	RVTD	$180.00
Tim D'Allesandro	RVTD	$225.00
Dennis Dick	Valley Retriever	$225.00
Norma Duvall	Lincoln COA	$153.20
Robert Elting	HASL	$282.08
Jan Erickson	Central OR COA	$230.69
Chuck Fisher	Lane Transit	$153.40

EXHIBIT R
MINUTES OF 12/15/92

Name	Agency	Award
Karen Frey	Basin	$278.21
Susan Garber-Yonts	Benton Co Spec Trans	$156.76
Diana Gatchell	South Lane Wheels	$167.20
Robert Girt	COLCO	$109.82
Betty Godfrey	Jo Co Comm Serv	$156.00
Linda Gorham	Jo Co Comm Serv	$156.00
Cindy L. Howe	City of Astoria	$144.20
Tim James	Sweet Home Senior Ctr	$181.09
Judith James-Dugger	Hood River Transit	$201.82
Ardeth Jones	Douglas Co STAC	$154.40
Helen Kirk	Klamath STF	$347.76
Gerry Langstraat	Open Door, Inc-Corval	$260.64
Carrie Legg	CAPECO	$305.76
Robert Lowrey	Corvallis Transit	$192.51
Roberta McGee	Basin	$229.10
Darlene Miller	Union County	$338.96
Debra Morgan	Jo Co Mental Health	$156.00
Susan Nelson	Resid Assist Pgm-Bend	$295.40
Barbara Olson	Malheur COA	$155.94
Colleen Patterson	South Lane Wheels	$152.70
Dolores Patterson	WITCO	$155.94
Lynda Prueitt	Lincoln COA	$191.50
Walda Reeder	DHR Volunteers-Medfor	$225.00
Lee Sanders	Grant Co Trans Dist	$180.00
Sherry Schaer	HELP, Inc-Baker	$287.01
Joe Snook	Lane STF	$180.00
Robin Stromberg	Basin	$347.76
Betty Stubblefield	Malheur COA	$155.94
Michele Thomas	RVTD	$345.24
S.Duane Town	Vale Senior Citizens	$359.49
Ellen Town	Vale Senior Citizens	$194.93
Lynn Uchison	Interfaith Caregivers	$195.58
Cindy W.-Olmstead	DHR Volunteer-Polk	$251.40
Barbara Wiggins	Tuality	$127.44
Rich Wittrup	Cascades West COG	$209.00
Bridgette Dix	DHR Volunteer-Newport	$105.00
David Moffitt	Tri-Met Lift	$105.00
Jan Rowley	OR Paralyzed Vets	$ 75.00
Gary Walsworth	DHR Volunteer-PDX	$105.00
Earl F. Berthold	Molalla Trans. Dist.	$105.00
Robert Pung		$ 84.00
Victoria Zukowski	Clackamas Co.	$ 84.00
Sterling Williams	Tri-Met Advisory	$ 84.00
Elaine Wells	VTI	$ 84.00

EXHIBIT R

MINUTES OF 12/15/92

4. On September 22, 1992, signed a Special Transportation Grant Capital Assistance (Supplemental) Agreement with Union County, which provides planning, operating, demonstration, or capital grants to providers of special transportation.

Contractor	Agreement Amount	Type
New Day Enterprises	$25,600	Capital

5. Federal Transit Administration Section 18 Program (Small City Operating Assistance Program). A state and federal funded program to provide operating assistance for public transportation service.

Signed 10-09-92

Contractor	Federal Funds	State Funds
Yamhill County	$ 23,450	$ 16,600
City of Woodburn	9,800	6,900
Wallowa County	0	9,000
Union County	9,350	6,600
City of Sweet Home	0	9,000
Rogue Valley Transportation District	113,550	0
City of Pendleton	0	9,000

Signed 10-10-92

Contractor	Federal Funds	State Funds
Coos County	$ 16,050	$ 11,300
Columbia County	37,100	26,300
City of Bend	0	4,950
Basin Transit Svce Transportation District	85,850	0
Baker County	0	12,400
City of Astoria	13,050	9,300
City of Albany	16,500	11,700
City of Albany for the Linn-Benton Loop	18,850	13,350
City of Corvallis	60,350	0
Curry County	0	13,350
Grant County Transportation Dist.	0	9,000
City of Florence	0	9,000
City of Hermiston	0	10,800
Hood River County	0	13,550

Contractor	Federal Funds	State Funds
Marion County	24,250	17,100
City of Milton-Freewater	0	9,000
City of Newport	20,300	0
City of Ontario	5,950	4,200

6. On October 9, 1992, signed four Section Eight Metropolitan Transportation Planning Agreements (a federal fund program that provides assistance to local governments to plan and improve public transportation).

Organization	FTA Amount
Rogue Valley Council of Governments	$ 20,000
Lane County Council of Governments	41,414
METRO	219,925
Mid-Willamette Valley Council of Governments	34,385

7. On October 12, 1992, awarded two RTAP scholarships for the purpose of attending the 13th National Conference on Accessible Transportation and Mobility, held in Tampa Florida:

Recipient	Scholarship Amount
Micki Kaplan, Lane Transit District	$ 1,025.36
Carrie Legg, CAPECO, Inc.	1,189.30

8. On October 12, 1992, signed an agreement with the Urban Mass Transportation Administration for project number OR-18-X009 in the amount of $1,545,100. This is a formula grant program that provides administration, capital, and operating assistance to public transportation systems in the non-urbanized areas (populations under 50,000).

9. Federal Transit Administration Section 16 (b). A federal program for capital purchases of vehicles and equipment to be used in transporting elderly and disabled persons.

A. Supplemental agreement signed Oct. 14, 1992, with Basin Transit Service (funding source change):

Local Share	State/Federal Share
$ 15,120	$ 60,480

B. Agreement signed Oct. 14, 1992, with Western Idaho Training Co., Inc. for vehicle transfer.

EXHIBIT R
MINUTES OF 12/15/92

10. Federal Transit Administration Section 18 Program (Small City Capital Assistance Program). A state and federal funded program to provide capital assistance for public transportation service.

Signed 10-16-92

Contractor	FTA Funds	Stripper Well Funds
Basin Transportation District	$ 97,800	$ 57,900
Columbia County	131,100	74,100
Coos County	25,400	15,100
Grant Co. Transp. District	22,900	13,550
Lane Transit District	55,400	32,800
Marion County	60,500	35,800
City of Milton-Freewater	20,200	12,020
City of Ontario	35,600	21,100
Rogue Valley Transp. District	28,300	16,700
TRI-MET	62,200	36,800
Union County	19,800	11,700
City of Woodburn	59,300	35,200

11. Special Transportation Grant. A program funded by Oregon State cigarette tax to provide planning, operating, demonstration and capital grants to providers of special transportation.

Signed 11-4-92

Contractor	Contract Amount and Type	
Deschutes County	$ 59,615	Demonstration
Tri-Met	33,600	Operating
Tri-Met	40,000	Operating

Dated this 23 day of November, 1992

Joni Reid

Joni Reid, Interim Manager
Public Transit Section

JR:sky:delegate.nov.shd

cc: Don Forbes
Bill Anhorn

EXHIBIT S
MINUTES OF 12/15/92

REPORT OF CONDEMNATION CASES SETTLED

State v. Kohr's Body Shop, Inc.

L - 9755
R - 6059004
Section: Old Oregon Trail-Island City
Highway: Wallowa Lake
County: Union
State's Deposit: $8,650
Settlement: $25,000
Justification: The justification for settlement of $25,000 for land and access control is as follows:

1. The two fee appraisers obtained by the State have placed a commercial value on substantially similar property (although further away from the freeway intersection) at $2.50/foot. The Kohr's property, a larger parcel, was appraised at from $1.07/foot to $1.40/foot. The sales that were utilized for these figures were from larger parcels associated with the Wal-Mart sale as well as sales of larger parcels more distant from the freeway interchange.

2. Our prior settlements with the property owners in the immediate vicinity justified an increase in just compensation. The Rasmussen file settled for approximately the same per square foot figure.

3. Recent sales have indicated that the Wal-Mart property has generated an increased interest in property in this immediate area. Attempts to proscribe this increase as project enhancement failed when the officials that put together the Wal-Mart package indicated that Wal-Mart was going to build at this site regardless of highway improvements. Their primary interest in the highway improvement was to accommodate the improvements with the Wal-Mart site.

4. Juries have disregarded both property owner appraisers and appraisers hired by the State in the prior two judgments and have substantially increased the amount of just compensation claimed by the State, but have not awarded property owners anywhere near the claims they have made.

Based on the foregoing, it seemed to be in the best interest of the State to offer an amount that was consistent with the appraisals further east of the subject property.

State's Attorney: Robert A. Petersen

State v. Barksdale

L - 9486
R - 57368
Section: Foothill Blvd-Rogue R./Redwood Hwy Jct.
Highway: Redwood
County: Josephine
State's Deposit: $6,350
Settlement: $7,855
Justification: In this case, the State offered $6,350 for the subject property and eventually settled at $7,855. The original Stipulated Final Judgment was drafted over two years ago, but due to various delays, was not signed by opposing counsel until September, 1992. The settlement is a good one considering that the delays were not caused by the State and no interest was paid on any settlement amounts.

State's Attorney: Roger R. Warren

State v. Kovach

L - 9784
R - 6059022
Section: Old Oregon Trial
Highway: Wallowa Lake
County: Union
State's Deposit: $8,625
Answer: $30,000
Settlement: $15,100
Justification: The State filed the Complaint and pled $8,625 as just compensation. Defendants filed an Answer at $30,000. Based upon potential exposure of an unresolved drainage issue and potential cost-to-cure of parking lot repaving and re-connection, the State offered $15,100 in its 30-day letter. Defendants accepted.

State's Attorney: Cynthia M. Fraser

State v. Johnson

L - 9833
R - 6099010
Section: Arlington-Cedar Springs
Highway: John Day
County: Gilliam
State's Deposit: $1,500
Answer: None
30-Day Offer: $5,000

Settlement: $5,000
Justification: The State filed its Complaint with just compensation of $1,500. Defendants did not file an Answer and demanded the State purchase the entire platted subdivision for $15,000. The appraisal did not take into consideration some damage items and plat recording of the subdivision. During negotiations defendants accepted the State's 30-day letter of offer in the amount of $5,000.

State's Attorney: Cynthia M. Fraser

REPORT OF CASES DISMISSED/OPTIONED

State v. Lancaster Development Company

L - 9847
R - 6027090
Section: Market Street Interchange, Phase I
Highway: Pacific
County: Marion
Amt. of Complaint: $143,200
Option Amount: $156,250

REPORT OF TRIAL

State v. Chapman/Wells

L - 9821
R - 6059020
Section: Old Oregon Trail-Island City
Highway: Wallowa Lake
County: Union
Amt. of Complaint: $2,030
Answer: None
30-Day Offer: $2,500
Verdict: $5,000
Justification: Defendants claimed that the change in grade and the new easement, which came to within 2 feet of defendant's business, caused severance damages of $20,000 to $25,000. The State's appraiser testified that there were no severance damages and that just compensation was $2,195. The jury did not believe that defendants had been damaged to the extent claimed but appeared to have felt there was minimal severance damage awarding defendants $5,000.

State's Attorney: Cynthia M. Fraser

REPORT OF CONDEMNATION CASES SETTLED

State v. Hahn, Karl Heinrich

L - 9822
R - 6027087
Section: Silverton Rd. - State Street
Highway: Pacific
County: Marion
State's Deposit: $1,500
Settlement: $8,000
Justification: Plaintiff filed a complaint and alleged the true value of the acquisition being appropriated by plaintiff and the damage, if any, resulting from the appropriation to be $1,500. Defendant Karl Heinrich Hahn answered the complaint and alleged just compensation for the real property condemned was in excess of the amount alleged by plaintiff. The real property subject to condemnation was initially valued by appraisers at $1,500. Subsequent appraisers valued the real property at $6,500 taking into account loss of income due to landscaping. A settlement was reached in the amount of $8,000.

State's Attorney: Roger R. Warren

State v. Merritt-Truax, Inc.

L - 9754
R - 6082003
Section: 25th St. - Airport Rd.
Highway: Salem
County: Marion
State's Deposit: $44,100
Settlement: $60,000
Justification: Plaintiff filed a second amended complaint and alleged the true value of the acquisition being appropriated by plaintiff and the damages, if any, resulting from their appropriation, to be $43,700. Defendant Merritt-Truax, Inc. answered the amended complaint and alleged just compensation for the real property being condemned was in excess of the sum in plaintiff's amended complaint. The real property was appraised at $44,100. Plaintiff offered $55,000 and defendant desired $75,000. A settlement was reached in the amount of $60,000.
State's Attorney: Roger R. Warren

EXHIBIT S

MINUTES OF 12/15/92

REPORT OF CASES DISMISSED/OPTIONED

State v. Culver

L - 9839
R - 6027073
Section: Silverton Rd. - State St.
Highway: Pacific
County: Marion
Amt. of Complaint: $61,770
Option Amount: $68,625

State v. Fogarty, Patrick M. et al

L - 9894
R - 6152003
Section: DMV site on Lana Avenue
Highway: Lana Avenue
County: Marion
Amt. of Complaint: $103,000
Option Amount: $119,250

State v. Gallagher, Robert E.

L - 9893
R - 6152002
Section: DMV site on Lana Avenue
Highway: Lana Avenue
County: Marion
Amt. of Complaint: $51,500
Option Amount: $58,750

REPORT OF TRIAL

State v. Beal, Harold J. and Verda J.

L - 9764
R - 58468
Section: S. E. Division St. - S. E. Yamhill Street
Highway: S. E. 190th Avenue
County: Multnomah
Amt. of Amended Complaint: $4,097
Answer: $N/A
30-Day Offer: $5,100

Verdict: $4,125
Justification: State presented evidence of just compensation in the amount of $4,125. The court awarded the $4,125 amount pled to defendants Beal.

State's Attorney: Cynthia M. Fraser

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
T	12/15/92

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKE DELEGATED AUTHORITY*

T

INT

November 15,1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On Nov 15, 1992 $11,145,596.03 was distributed to the counties as their share of motor vehicle revenues for the month of October, 1992.

On Nov 15, 1992 $7,081,195.81 was distributed to the cities for the month of October, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of November, 1992.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

MINUTES
of the
OREGON TRANSPORTATION COMMISSION
FORMAL MEETING

JANUARY 20, 1993

SALEM, OREGON

On January 20, 1993, the Oregon Transportation Commission held its regular monthly meeting in Room 122 of the Transportation Building in Salem at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Don Forbes, Director of Transportation
William Anhorn, Deputy Director and State Highway Engineer
Arlene Post, Manager, Community and Governmental Relations
Paul Meyerhoff, Manager, Transportation Development
Tony Lewis, Manager, Financial Services
Robert Clour, Division Administrator, Federal Highway Administration
Fran Neavoll, Community and Governmental Relations

Vice Chairman Whitty moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the December 14, 1992, Transportation Plan Steering Committee meeting and the December 15, 1992, Commission formal meeting.

(Continued on next page)

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2855 in Commission's files, Salem.)

3) Distributed Fiscal Year 1993 Surface Transportation Program funds to cities and counties as follows: (Authorized State Highway Engineer to sign necessary agreements.)

The Department of Transportation will provide one-half of the required matching funds for local agency projects. The total state matching fund requirement for Fiscal Year 1993 is approximately $1,158,909. The amount of funds available for distribution to counties is reduced by cost in connection with the Oregon County Roads Technical Assistance Program and Oregon Technology Transfer (T2) Center.

The fund exchange of $0.94 state funds for $1 in federal funds will continue through September 1993. This exchange formula will be incorporated into our working agreements with the Association of Oregon Counties and League of Oregon Cities. Instead of a lump sum exchange, local jurisdictions would receive the state funds on a project-specific, reimbursement basis. This will avoid large, one-time draw downs and will assist the Department in maintaining prudent, minimum cash balances.

FISCAL YEAR 1993
SURFACE TRANSPORTATION PROGRAM FUND ALLOCATION

Funds Attributable to Portland Urbanized Area	$ 8,753,122

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Nonattributable Funds to Balance of State	$ 4,774,267

Area	Federal Population	Percentage of Total	Fund Allocation
Eugene	189,192	21.750	$ 1,038,403
Medford	66,974	7.699	367,571
Salem	157,079	18.057	862,089
Rainier	1,674	.192	9,167
36 Smaller Urban Areas	454,965	52.302	2,497,037
TOTAL	869,884	100.000	$ 4,774,267

(Continued on next page)

FISCAL YEAR 1993 STP FUND ALLOCATION
URBAN AREAS <50,000 POPULATION

URBAN AREA	POPULATION	PERCENT OF TOTAL		FEDERAL FUNDS
ALBANY	33,775	.07168	$	178,988
ASHLAND	17,060	.03621		90,418
ASTORIA	10,000	.02122		52,987
BAKER CITY	9,275	.01969		49,167
BEND	22,505	.04777		119,283
CANBY	9,370	.01989		49,667
COOS BAY	24,795	.05263		131,419
CORVALLIS	45,780	.09717		242,637
COTTAGE GROVE	7,475	.01586		39,603
DALLAS	9,560	.02029		50,665
FLORENCE	5,380	.01142		28,516
GRANTS PASS	17,785	.03775		94,263
HERMISTON	10,130	.02150		53,686
KLAMATH FALLS	36,581	.07764		193,870
LA GRANDE	11,840	.02513		62,751
LEBANON	11,075	.02351		58,705
LINCOLN CITY	6,025	.01279		31,937
MCMINNVILLE	18,615	.03951		98,660
MILTON-FREEWATER	5,580	.01184		29,565
MONMOUTH	10,930	.02320		57,931
NEWBERG	13,495	.02864		71,515
NEWPORT	8,540	.01813		45,271
ONTARIO	9,470	.02010		50,190
PENDLETON	15,440	.03277		81,828
PRINEVILLE	5,515	.01171		29,240
REDMOND	7,870	.01670		41,700
ROSEBURG	17,900	.03799		94,862
ST. HELENS	7,620	.01617		40,377
SEASIDE	5,420	.01150		28,716
SILVERTON	5,725	.01215		30,339
STAYTON	5,160	.01095		27,342
SUTHERLIN	5,080	.01078		26,918
SWEETHOME	6,975	.01480		36,956
THE DALLES	11,130	.02362		58,980
WILSONVILLE	8,755	.01858		46,395
WOODBURN	13,525	.02871		71,690
TOTAL	471,156	1.00000	$	2,497,037

(Continued on next page)

FISCAL YEAR 1993 SURFACE TRANSPORTATION PROGRAM FUND ALLOCATION

COUNTY		FEDERAL FUNDS
BAKER	$	108,407
BENTON		176,899
CLACKAMAS		480,146
CLATSOP		133,635
COLUMBIA		189,463
COOS		221,175
CROOK		104,050
CURRY		140,222
DESCHUTES		291,085
DOUGLAS		403,955
GILLIAM		69,906
GRANT		99,795
HARNEY		103,747
HOOD RIVER		127,556
JACKSON		357,145
JEFFERSON		128,874
JOSEPHINE		262,006
KLAMATH		168,489
LAKE		102,328
LANE		450,561
LINCOLN		165,349
LINN		278,623
MALHEUR		183,485
MARION		350,154
MORROW		118,033
MULTNOMAH		100,505
POLK		137,384
SHERMAN		72,338
TILLAMOOK		152,582
UMATILLA		233,941
UNION		120,971
WALLOWA		101,821
WASCO		118,337
WASHINGTON		217,123
WHEELER		62,611
YAMHILL		221,884
	TOTAL $	6,754,585

SUMMARY

Total Federal funds 147.6% X1991 FAS-C Allocation	$	7,204,585
Less OCRTA Program & (T2) Center		($450,000)
Balance Allocated to Counties	$	6,754,585

NOTE: The state will continue to pay one-half of the match on federally funded projects. Federal funds are estimated at 90% of total. The County and State will split the remaining10% match. The obligation of these funds is subject to the 80.5 percent Federal-Aid Limitation.

The above funds allocated to individual counties is based on the formula (25% Divided equally, 60% on rural population and 15% on rural county road mileage.

4) Memorandum of Understanding with the U.S. Forest Service updating the process for coordination of transportation activities on highways on national forest lands. (Authorized State Highway Engineer to sign Memorandum of Understanding.)

5) Financial aid to municipalities grant to the City of Myrtle Creek in the amount of $1,580.00 to hire a consultant to develop an airport layout plan.

6) Abandoned two claims, one for $9,445.21 for damage to a traffic controller on the Beaverton-Hillsdale Highway in Washington County: and another for $7,326.97 for damage to the Fuller Bridge on the Siletz Highway in Lincoln County.

Arlene Post requested the Commission's approval of the Department's annual American Association of State Highway and Transportation Officials membership dues for 1993 in the amount of $21,405. Commissioner Ford moved for approval and the motion carried unanimously by the Commission authorizing the expenditure for these membership dues.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Manager, Financial Services Branch	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Manager	Exhibit H
Region 2 Manager	Exhibit I
Region 5 Manager	Exhibit J
Engineer of Materials	Exhibit K
Manager, Transportation Development Branch	Exhibit L
Manager, Traffic Safety Section	Exhibit M
Highway Controller	Exhibit N

The Commission confirmed their next meeting date of Wednesday, February 17, 1993, in Salem at 8:30 a.m. There will be a work session on public transit programs and issues. The Commission tentatively set March 16 and 17 in Florence for their following meeting.

Bruce Agnew, Chief of Staff to Congressman John Miller, State of Washington, briefed the Commission on a proposal to establish a Cascadia Corridor Commission. He explained the proposed Commission would address transportation, environmental, and economic growth challenges along the urbanized corridors stretching from Vancouver, B.C. to the Portland/Eugene area. Included in the proposal was planning for high speed rail services. The proposed Commission is to develop and submit a strategic plan to Congress and other entities no later than two years after its establishment. He told the Commission that Congress supports this proposal and the legislation includes a resolution pledging $400,000 of Federal Funds for creation of the Commission. He said that discussions are continuing with British Columbia, the two States of Washington and Oregon, and with other public and private regional entities. He invited the Commission's participation in this project.

Chairman Hollern said he had been involved in discussions that support the proposal, with the provision there be a community involvement program. He commented the Commission had approved the Transportation Plan, which included a high speed rail component, but it might be advisable for the Commission to re-endorse the proposal. The Commission unanimously supported the objectives of the proposal, but indicated they were not approving funding or structure at this time. Chairman Hollern asked Mr. Forbes to attend the February meeting in Olympia, Washington, and that the appropriate letters be mailed as suggested by Mr. Agnew.

At the request of the Economic Development Department, Don Forbes presented two projects for Immediate Opportunity Funding. Commissioner Brody moved for approval and the Commission unanimously approved the following projects using Immediate Opportunity Funds and authorized the Director to sign the agreements:

1) Authorized $200,000 of Immediate Opportunity Funds for improvement of West Elm Avenue in Hermiston, Umatilla County, due to the proposed expansion of the Marlette Homes, Inc. manufacturing plant. The expansion of this plant would create 60 new jobs at the outset of production and a total of 100 new jobs within one year. The City will contribute $115,000 of local street funds and has secured a $35,000 contribution from other property owners.

2) Authorized $450,000 of Immediate Opportunity Funds for widening Circle Boulevard and adding an acceleration lane on Highway 20 in Corvallis, Benton County, due to the expansion of Hewlett Packard. The addition at this plant will create an additional 500 full-time positions and cost an estimated $20 million. City of Corvallis has agreed to fund $375,000 of the match and Hewlett Packard will fund the other $75,000.

Don Forbes requested that the Commission endorse an application by METRO to the Federal Highway Administration seeking a grant to study and apply congestion pricing on a pilot project basis. He explained the Intermodal Surface Transportation Efficiency Act of 1992 created a congestion pricing pilot program and authorized $25 million per year for five national projects. He said JPACT has approved METRO submitting an application in time to meet the January 25, 1993, submission date. A minimum requirement of any proposal is the endorsement of the owner of any highway facility covered by the pilot project. Since any application of tolls undoubtedly would involve a State-owned facility, it is necessary for the Commission's endorsement of the application.

Mr. Forbes said METRO's submittal does not propose any site-specific application of tolls or fees, but rather sets forth an approach for developing and implementing a public planning process intended to reach a decision on whether or not to proceed with the pilot project for the region. If a decision is reached to proceed with the pilot project, an additional step which includes implementation, monitoring, and evaluation would be taken. He stated the Commission's approval would be required again before any tolls are actually levied.

Chairman Hollern specified that the Commission's action does not approve a toll or a specific congestion pricing project. He mentioned the Legislature would need to approve congestion pricing. Vice Chairman Whitty moved for approval of the endorsement subject to Chairman Hollern's clarification. The motion carried unanimously by the Commission.

Commissioner Brody asked that copies of the grant application be sent to the Commission. Mr. Forbes asked Dave Williams to mail copies to the Commission when available.

Commissioner Ford moved for confirmation of the Director's appointment of Joni Reid as Manager of the Public Transit Section. Mr. Forbes mentioned she has served as Interim Manager since July 21, 1992. The motion carried unanimously by the Commission.

Don Forbes introduced Bruce Warner, newly-appointed Region 1 Manager, replacing Don Adams who is retiring.

Robert Clour, Division Administrator of the Federal Highway Administration, was present to make two awards to the Department in the 1992 Excellence in Highway Design contest which recognizes exceptional highway design and highway-related facilities, including those that contribute to a pleasing driving experience. The first Award of Merit was presented to Tom Lulay for overseeing the construction and design of the Alsea Bay Bridge Project near Waldport, Lincoln County. The second Award of Excellence went to Galen McGill, a member of the Bridge Section's Facilities Design Team for rehabilitation, reconstruction, and cost saving project on the Cape Creek Bridge, Lane County.

Don Forbes recognized Gerald Eames, Ed Schoaps, and Shellee Lowery for their contribution to the Second Annual Oregon Air Fair held last November. The Air Fair sponsored by the N.W. Aviation Association drew more than 30,000 aviation admirers and this year's Air Fair is scheduled for November 20 and 21.

Judy Gregory informed the Commission that the Federal Highway Administration had allocated $100,000 in Federal Funds for supportive services to disadvantaged business enterprises for Fiscal Year 1992. She indicated the contract with Keith Crawford and Associates for these services had terminated on December 31, 1992; however, the contract contained an option for a one-year extension subject to availability of Federal Funds. She requested expending the $100,000 for continuation of the contract with Keith Crawford and Associates. Commissioner Brody moved for approval of the request and the motion carried unanimously. The Commission authorized the State Highway Engineer to enter into and sign a contract with Keith Crawford and Associates for one year at a cost of $100,000.

Judy Gregory requested authority to enter into a Department-wide teambuilding personal service contract in the amount of $200,000 with an additional $100,000 for extension of the contract if necessary to complete the workplan. Commissioner Ford moved for approval and the motion carried unanimously by the Commission. The Commission authorized the Manager of Human Resource and Organization Development to select the contractor, award and sign the contract.

Judy Gregory stated that she had mailed to the Commission a letter asking for the Commission's support of addressing and correcting administrative barriers to the Department's effectiveness. She asked that the Commission be available to speak to individuals and groups as opportunities are identified. Chairman Hollern indicated the Commission's support of the proposals outlined in her letter to achieve a more entrepreneur organization. (Copy of letter dated January 5, 1993, in Commission's files, Salem.)

Linda Apple briefed the Commission on the Department's business/education activities. She told of the Department's efforts to develop partnerships with the education community to influence the direction of education. She said in response to a bill passed by the 1991 Legislature, the Department developed a program to prepare a skilled future work force by promoting programs to improve students' mathematics, science, and technology skills and to attract more students to those careers requiring skills, particularly civil engineering. She outlined the Department's activities. (See written report in Commission's files, Salem.)

Paul Meyerhoff requested approval of a financial aid to municipalities program grant to the City of Redmond on behalf of the Central Oregon Air Service Task Force in the amount of $12,500. He explained this funding will provide a 50% match for the Task Force to complete a feasibility study for increasing commercial air service at the Redmond Airport. The Central Oregon Master Plan calls for jet service in the California corridor with the capacity for east/west connections. Currently, negotiations are underway with Reno Air to address the potential of filling that section of the Master Plan. Chairman Hollern declared a possible conflict of interest and asked Vice Chairman Whitty to call for a vote. Commissioner Ford moved for approval and the motion carried unanimously by Commissioners Whitty, Ford, and Brody. Chairman Hollern abstained from any discussion and voting.

Paul Meyerhoff requested approval of personal service contracts for three State-owned and municipally-owned airports with all projects to be funded with 90% Federal Funds and 10% from Aeronautics Division and local municipalities. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously. The Commission authorized the Interim Aeronautics Manager to sign the personal service contracts and any other necessary agreements. The Commission's actions are listed below:

1) Tenneson Engineering Corporation for an airport master plan and environmental assessment study on the Joseph State Airport in Wallowa County in an amount not to exceed $59,940;

2) SFC Engineering Company for airport layout plans and reports on Seaside Municipal and Myrtle Creek Municipal Airports in an amount not to exceed $54,903;

3) David Evans and Associates, Inc. for engineering services for the Bandon State Airport in an amount not to exceed $219,181.

Chairman Hollern reported that 17 of the transportation-related revenue bills have been drafted and committees assigned. These bills would enable implementation of the Oregon Transportation Plan, a long-range planning document.

Commissioner Brody asked if the Commission could receive the information that Don Barney was putting together. She also asked for the Roads Finance brochure.

Commissioner Brody asked if the bill covering congestion pricing had been drafted or how that would be introduced. Mr. Meyerhoff said this issue had been discussed with DEQ and METRO and they are deciding on the strategy to introduce the congestion pricing bill. He mentioned that the Interim Committee chose not to sponsor the legislation and they are hopeful that a local legislator from the Portland area will introduce the bill.

Tony Lewis, Manager of Financial Services, gave a quarterly business review package for the period ending December 31, 1992. Mr. Lewis explained that the Department maintained an average cash balance of $20 million and stated the Department continues to be favorable to the bonds yield market. He said the forecasted revenue was approximately 1% below the budgeted levels. He also outlined the performance measurement system that compares work groups' baseline performance to their actual performance. (Copy of written report in Commission's files, Salem.)

In response to Chairman Hollern's request, Bill Anhorn reviewed what impact the winter weather has had on the highway system. He said the Department has spent most of its winter maintenance budget on higher-than-anticipated costs for sand, overtime, and equipment rental. He mentioned those funds could be restored through a transfer of unspent funds from other maintenance activities. He reported field crews have conducted surveys to determine whether they are providing consistent service levels. He mentioned the survey was initiated in part because of complaints from the Diamond Lake area where intersecting highways managed by different crews were maintained inconsistently. It appears the service levels are equal around the State.

Bill Anhorn requested approval of a variable message sign project in Umatilla and Morrow Counties. He explained the U.S. Army is preparing to incinerate on-site a large quantity of chemical agents presently stored at the Umatilla Army Depot. As a safety precaution, the Army plans to finance the installation and maintenance of a warning system to alert the public in the event of a chemical release either prior to or during the incineration process. As a part of the warning system, six variable message signs are needed to alert the motoring public in the event of a release. The cost of installing the six signs is estimated at $1.5 million. Funding for the signs would come from the Defense Department. The Department's costs would be reimbursed by Oregon Emergency Management. Commissioner Brody moved for approval of the request and the motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the necessary agreements with Oregon Emergency Management and Umatilla and Morrow Counties.

Bill Anhorn requested authority to enter into flexible service contracts for engineering design to prepare plans and specifications for Fiscal Year 1994 local agency bridge projects. The total amount of these contracts would not exceed $650,000 and the contracts would expire December 1994. He explained the Bridge Section was granted $4.8 million dollars of consultant authority by the Commission at the May 21, 1992 meeting, and this increase of $650,000 will allow the design activities for additional projects to begin in the next few months. Commissioner Ford moved for approval of the request and the motion carried unanimously. The Commission also authorized the State Highway Engineer to select the consultants, award and sign the contracts.

Bill Anhorn requested increasing the contract amount and extension of the completion time for the Redmond Traffic Study currently underway with David Evans and Associates, Inc. He explained that in order to produce a valid product, new updated traffic modeling needs to be analyzed and an additional build alternate evaluated. The contract would be increased $12,800 from the current approved amount of $110,000 to $122,800 and an extension of the contract time from June 30, 1993, to October 30, 1993. Vice Chairman Whitty moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the supplemental contract.

Bill Anhorn requested authority to transfer a portion of Interstate Avenue to the City of Portland. He said the State would transfer to the City a portion of Interstate Avenue from North Argyle Street to and including the ramps at the easterly end of the Steel and Broadway Bridges, as well as that portion of N. E. Glisan Street from N. E. Oregon Street to Martin Luther King, Jr. Boulevard (4.39 miles). The City would accept the roadway in an as-is condition. In return, the State will pay the City a total of $775,000 and an annual maintenance fee of $8,000 adjusted annually according to the Consumer Price Index for Portland, for a period of 15 years beginning July 1, 1993. Commissioner Brody moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreement.

Chairman Hollern called for a recess at 9:45 a.m. and reconvened the meeting at 9:50 a.m.

Mike Wert, Region 1, updated the Commission on the Western Bypass Study. She said the Commission is at a decision point in this study process as to whether or not to proceed with the draft environmental impact statement. She mentioned that a letter had been mailed to the Commission explaining the five alternatives for further study as: 1) no build; 2) planned projects/transportation system management; 3) arterial expansion/high occupancy vehicle express; 4) bypass; and 5) Land Use, Transportation and Air Quality (LUTRAQ). (Copy of letter in Commission's files, Salem.)

Mike Wert discussed and handed the Commission a target schedule, along with a budget for the study. (Copies in Commission's files, Salem.) She said the original DEIS scope was estimated at $400,000 and the revised scope is $1 million. She explained some of the reasons for the scope change are: 1) more complex and comprehensive alternatives than anticipated; 2) land use alternatives; and 3) better definition of what the EIS will require.

Mike Wert asked for an additional $800,000 for a total authorization of $2.65 million to complete the draft environmental impact statement and the public hearing. This includes costs to conduct the study, plus contingencies. She mentioned that a consensus has been reached to continue with the study. She estimated the cost for the final environmental impact statement at $500,000; but she said she was not asking for approval at this time as it is difficult to determine the scope and cost.

Chairman Hollern asked if anyone in the audience wished to comment on the Western Bypass Study before the Commission took action. There was no response. Commissioner Brody moved for increasing the cost by $800,000. The motion carried unanimously by the Commission and the State Highway Engineer was authorized to sign the necessary documents.

Mike Wert requested approval to transmit approved Federal Highway Administration reserved grant funds, not to exceed $216,250 by contract, to METRO for purposes of completion of special components of the LUTRAQ project. She explained these planning grant funds would pass through the Department to METRO and ultimately to 1000 Friends of Oregon. She said FHA sees the modeling work being done for the LUTRAQ Study in association with the environmental impact statement for the Western Bypass Study to be research of network significance. She indicated that 1000 Friends have basically completed their work on the Western Bypass Study and the remainder of the project will be for completion of their national study. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary documents.

Cam Gilmour presented a list of projects for transportation enhancement funding for the first $12.8 million (referred to as a base program) of the $15,000,000 two-year program, under the Intermodal Surface Transportation Efficiency Act. He mentioned that the project applications were reviewed by the Region Offices and the Ad Hoc Committee appointed last year. (A letter containing a list of the projects had been mailed to the Commission on January 8, 1993. See copy in Commission's files, Salem. The letter also indicated that the Ad Hoc Committee was unable to reach a consensus on how the remaining dollars should be allocated on a statewide basis and they recommended two options: a) Option 1 would allocate the remaining funds equally; b) Option 2 would allocate the funds using the use measure percentage applied to the first $12.8 million allocation. The letter stated that the staff feels there is a third option of allocating the unassigned remaining funds to the top priority projects not funded with the first $12.8 million allocation.)

Mr. Gilmour handed the Commission two revised pages in Regions 4 and 5 that corrected the base program. (See revised pages in Commission's files, Salem.)

Chairman Hollern asked for testimony from the delegations that were present at the meeting. Their comments are summarized as follows:

Ed Lindquist, Clackamas County Commissioner, on behalf of Clackamas County, Cities of Wilsonville and Canby, Canby Heritage League, Clackamas County Pedestrian/Bicycle Advisory Committee, Canby Area Chamber of Commerce, and the Clackamas County Fair, requested the Commission's support and funding for the Canby Ferry. He said he was pleased to see that the project received such a high priority ranking for funding and he told of the importance for the continuation of this ferry. (See written statement in Commission's files, Salem.)

Randy MacDonald, Eugene City Council, on behalf of the Eugene-Springfield Metropolitan Area, commented on the enhancement funding process as follows:

- That the projects recommended by Region Managers should be funded.

- That the formula used initially to allocate each Region's share of enhancement funds was appropriate and should be used again to distribute the remaining funds available statewide.

Mr. MacDonald commented it would be appropriate that funds be distributed to the Regions to continue funding projects on their priority lists. He requested the additional allocation should be used to complete funding for Springfield's Pioneer Parkway Project, Phase 1, and funding the Eugene's 18th Avenue Pedestrian/Bicycle Overpass. He also asked that the recommendations be adopted today so the projects can get underway. (Written statement in Commission's files, Salem.)

The following individuals spoke from Restore the Road '93 concerning the Historic Columbia River Highway Connection Projects:

Jack Mills thanked the Commission for funding in the base program four projects in the Hood River area.

Barbara Bailey, Columbia River Gorge Commissioner, endorsed the expenditure of funds for the Tanner Creek-Eagle Creek Connection Project in the Columbia River Gorge National Scenic area. She presented a letter from their Chairman Pat Bleakney. (Letter in Commission's files, Salem.)

Bob Montgomery, General Manager, Port of Cascade Locks, told of the importance to restore this highway to enhance economic development.

(Continued on next page)

Sharon Timko read a letter from Gladys McCoy, Multnomah County Chair. The letter urged the Commission to fund the Historic Columbia River Highway Project (Tanner Creek-Eagle Creek Connection) as well as accept the project ranking from the regional review team. (Letter in Commission's files, Salem.)

Peter Fry, Multnomah County Planning Commission, supported funding the Tanner Creek-Eagle Creek Connection Project. He felt this project was important for hiking, biking, and other recreation use.

Lewis L. McArthur, Chairman, Historic Columbia River Highway Advisory Committee, supported the Tanner Creek-Eagle Creek Project. Since the project was not included in the base program, he urged that it be funded with the remaining funds. He said he understood that one of the reasons the project was not included in the base program, was due to the fact the Department proposed the project and not a local organization. He felt the regional review boards should be more uniform and include people other than government employees. He stated that projects considered should be of statewide importance, not just local. (Written presentation in Commission's files, Salem.)

Richard Ross, Multnomah County representative for the Historic Preservation League of Oregon, said a group has been formed and called Restore the Road '93 to advocate the full connection program for the Historic Columbia River Highway. He urged dedicating a small amount of Oregon's ISTEA enhancement dollars to the Tanner Creek-Eagle Creek Project to restore one of Oregon's national treasures. (Letters of support from the Restore the Road '93, Historic Preservation League of Oregon, National Trust for Historic Preservation, Friends of the Columbia Gorge, U. S. Forest Service, and Albany's Landmarks Advisory Committee in Commission's files, Salem.)

Chairman Hollern clarified their remarks by saying the request is for the Commission to fund $878,000 for the Tanner Creek-Eagle Creek Connection Project.

Dan Fowler, Mayor of Oregon City, presented testimony supporting inclusion of the Oregon City Clackamas/Willamette River Bike Path for enhancement funding either as a Region I or Statewide allocation project. He explained because of misunderstandings at the local level, the project was not included in the Region I recommendation but incorporated in the recommendation for Statewide distribution. He requested that the project be considered as a statewide allocation project, although he expressed concern that it would be funded. He concluded by saying the other alternative would be if there is another project within the region that could be considered on the statewide project list, this would free up

regional dollars so the project could be included in the regional projects. He suggested that if the Canby Ferry Project qualified for a statewide list or for a rural project, that would free up the funds to allow this project to proceed in the region. (Written presentation in Commission's files, Salem.)

Charles Jordan, Director, Portland Park Bureau, representing the City of Portland, appeared to promote the Springwater Corridor as a worthy project to receive enhancement funds. He said he was appreciative of receiving construction funding but acquisition funding is vitally important. (Written testimony and adopted master plan in Commission's files, Salem.)

Bernie Giusto, Gresham City Council member, spoke in support of acquisition funds for the Springwater Corridor. (Letter in Commission's files, Salem.)

Barbara Walker testified on behalf of the Friends of Springwater Corridor. She thanked the Commission for endorsing construction funds. She asked for the Commission's approval of acquisition funds for the Springwater Corridor. (Written testimony in Commission's files, Salem.)

Jack Stiverson was present and said the U. S. Forest Service urged the Commission to support funding for the construction of the trail and for the acquisition of the missing links of the trail.

Mayor Ken Hector of Silverton said his delegation was present to express their concern regarding the application process and the resulting recommendations that the Commission will consider for approval. He stated that the enhancement fund project process was not conducted with the same degree of fairness and openness that have been experienced in other grant application projects.

Michael J. Scott, City Manager of Silverton, continued with the City's concern on the application process and the resulting decisions that led to the region priority recommendation. His comments are summarized as follows:

1) The current process systematically excluded many small communities.

(Continued on next page)

2) The selection criteria used for priority ranking was not made public for applicants to consider in filing a proposal for consideration.

3) Questionable projects are contemplated for funding under the proposed list before the Commission.

4) A letter of notification of funding denial on the Silverton-Silver Falls Park Bikeway Project was not received until two days after being placed on the agenda.

5) No notification that delegations could be heard at the Commission meeting regarding these projects.

Mr. Scott requested the following action:

1) Reopen the application process for 60 days to accept new applications.

2) Publish the criteria used for evaluating and ranking the applications.

3) Conduct a workshop for communities to go over the published handbook at least 45 days prior to the deadline for submitting an application.

(Written presentation in Commission's files, Salem.)

Tom Mann appeared on behalf of Representative Cedric Hayden. He expressed concern for the apparent subjectiveness by which the prioritization of the projects was accomplished. He said the information and criteria furnished to the communities appear to be quite different than the criteria actually used in the selection process. He also emphasized the importance of rural needs for inclusion in all State efforts. He commented it was Representative Hayden's hope that both State and Federal Funds for infrastructure improvements are distributed throughout Oregon equitably, evenly, and fairly for rural Oregon. (Written presentation in Commission's files, Salem.)

Todd Davidson, Oregon Scenic Byway Committee, expressed concern for the project to identify and sign scenic highways as it was shown in the program of statewide significance. He encouraged the Commission to set up a separate review board and grant fund for projects submitted as having statewide significance prior to the next consideration of funding for the enhancement projects. (Written speech in Commission's files, Salem.)

Robin Roberts read a letter from Joe D'Alessandro, Tourism Division, Economic Development Department, regarding the process used in selecting the enhancement projects for funding. The letter outlined the following issues:

1) The standards identified in the handbook were apparently not applied when evaluating the projects.

2) Projects affecting the entire State were not given fair consideration. Recommended the creation of a separate evaluation for those projects not fitting into any single region.

3) No proof of match was required. Recommended that this documentation be required in funding future projects.

(Letter in Commission's files, Salem.)

Brad Chalfant spoke on behalf of the Deschutes County Board of Commissioners concerning the Historic Railroad Depot in Bend. He told of the County's plans to preserve and rehabilitate the two historic railroad buildings. He asked for the Commission's continued support of the project. Chairman Hollern indicated that the project has been recommended as Priority No. 1 under Region 4's enhancement funds program.

Laurel Samson of Grants Pass thanked Region 3 for ranking the Grants Pass Pedestrian/Bikeway Bridge Project as Priority No. 3 in their enhancement program and for including it in the base program.

Jim Minard, City Administrator of Junction City, requested funds to restore the Burlington Northern Depot in Junction City. He asked the Commission to reconsider this project given the following new information and facts:

1) Letter of financial commitment from private developer.

2) Acceptance of agreements with BNRR and possible financing for property acquisition.

3) Inclusion of new multi-modal opportunities of this structure for both local and national bus service and regional rail service.

(Written handout given to Commission. Copy in Commission's files, Salem.)

Jill Thorne, Executive Director of the Oregon Trail Coordinating Council and a member of the Ad-hoc Transportation Enhancement Committee, said the Committee voted not to hold the funds over, but to continue the regional process and send the funds to the regions this year to further fund existing proposals. She asked that the Commission disperse these funds and not use the existing "use measure ranges". She suggested equally dividing the remaining funds to each region. (Written letter in Commission's files, Salem.)

Mayor Scott Sword of Vernonia appeared to support the Banks-Vernonia State Park Bikeway Project. Chairman Hollern said that project is proposed for funding under the base program.

Phil Hirl, Assistant Director of Engineering, U. S. Forest Service, was concerned that the Scenic Byways were not considered as a statewide significant project. He said the Forest Service strongly supports the proposal to identify Oregon's best scenic routes and then enhance and promote those routes. He commented that the Oregon Scenic Byways Program Project shown in the enhancement program as $489,000 would produce an Oregon Scenic Byways Guide (brochure). He recommended as a minimum that $100,000 be allocated on the statewide funding basis for investigation and testing to designate the routes. He also stated that the Forest Service is in support of the Tanner Creek-Eagle Creek Project. (Written testimony, which included a critique of the statewide enhancement program, in Commission's files, Salem.)

George Kraus, Secretary of the Cazadero Corridor Committee, appeared to support the planning funds for the Cazadero Trail Corridor. He said this trail connects the Springwater Corridor and the Forest Service trail being developed in the Mt. Hood National Forest. He urged the Commission to consider funding this project with the remaining statewide funds.

Leigh Springer, member of the Silverton Planning Commission and Chairman of the Silverton Transportation Safety Committee, spoke about the safety on the highway between Silverton and Silver Falls Park. He indicated there are no roadway shoulders and it is hazardous for vehicles. He supported the bikeway project.

Vice Chairman Whitty said he would like to have some time to think about the comments made by the delegations and suggested that the allocation of the remaining funds (approximately $3 million) be discussed at the February meeting. He moved that the Commission approve the funding recommended by the Regions for the base program. He was concerned about a balance between a regional allocation and the formula allocation. He felt that the criteria used should be blended together. He said he sympathized with the smaller communities who felt they did not get to be part of the process.

Commissioner Brody said she agreed with Vice Chairman Whitty to approve the base program allocation and consider the remaining funding at the next meeting. She also asked the staff to clarify the following issues that were raised:

1) Clarification on what statewide significant means.

2) How the criteria was used.

3) Rural vs. urban allocation.

4) Match requirement.

Since the public had the opportunity to testify at this meeting, Chairman Hollern commented the February meeting will be a staff/Commission deliberation.

Following Vice Chairman Whitty's motion, the Commission unanimously approved the base program of $12.8 million on the following transportation enhancement projects around the State and deferred action on the remaining allocation until the February meeting. The Commission also authorized the State Highway Engineer to sign the necessary agreements covering the projects.

TRANSPORTATION ENHANCEMENT PROGRAM

PROJECT	DESCRIPTION	FEDERAL DOLLARS*	TOTAL COST*
SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)	STATION CONSTRUCTION	800	1,350
CANBY FERRY REPLACEMENT (CANBY)	REHABILITATE FERRY & FACILITIES	448	500
SPRINGWATER CORRIDOR (PORTLAND)	CONVERT RAILROAD FACILITY	2,159	2,730
FANNO CREEK BIKEPATH (BEAVERTON)	BIKEWAY EXTENSION	300	400
BANKS - VERNONIA STATE PARK	BIKEWAY CONSTRUCTION	396	495
OREGON ELECTRIC RIGHT OF WAY (TUALATIN)	PEDESTRIAN/BIKEPATH DEVELOPMENT	134	162
TWELFTH STREET PEDESTRIAN ACCESS PROJECT	MEDIAN CONSTRUCTION	48	60
HISTORIC COLUMBIA RIVER HWY INTERPRETATIVE PANELS (MULTNOMAH COUNTY)	INTERPRETATIVE PANEL INSTALLATION	48	120
HISTORIC DEPOT - ROOFING PROJECT (HOOD RIVER)	ROOF REPLACEMENT	22	25
HISTORIC DEPOT - PAVEMENT PROJECT (HOOD RIVER)	PARKING LOT PAVEMENT	19	22
SCENIC ENHANCEMENT OF HISTORIC RR TERMINUS AND MUSEUM (HOOD RIVER)	POWER LINE REMOVAL	16	20
AMTRAK STATION DEPOT (SALEM)	AMTRAK STATION RENOVATION	1,115	1,493
SANTIAM TRAVEL STATION (LEBANON, RAILROAD DEPOT)	HISTORIC TRAIN DEPOT REJUVENATION	272	304
BUENA VISTA FERRY (MARION COUNTY)	REFURBISH FERRY	144	180
FORT CLATSOP/PETER IREDALE BIKEWAY (CLATSOP)	BIKEWAY CONSTRUCTION	149	212
W CORVALLIS BIKE/PED CONNECTION W/PARK & RIDE (CORVALLIS)	PARK AND RIDE ESTABLISHED	177	245
WEST ALBANY BIKE/PEDESTRIAN TRAIL (ALBANY)	BIKEWAY CONSTRUCTION	240	300
BUCHANAN - CIRCLE BIKE (CORVALLIS)	BIKEWAY CONSTRUCTION	317	397
NORTH RIVER ROAD BIKE LANES (KEIZER)	BIKEWAY CONSTRUCTION	118	148
GOUCHER ST PEDESTRIAN/BIKEWAY (MCMINNVILLE)	BIKEWAY CONSTRUCTION	253	449
YAQUINA HEAD LIGHTHOUSE INTERPRETIVE SIGNS (NEWPORT)	SIGN INSTALLATION	17	20
SALEM AREA TRANSIT BIKE RACKS (SALEM)	BIKE RACK INSTALLATION ON BUSES	21	27
BEAR CREEK, PHASE 1 (JACKSON COUNTY)	BIKEWAY CONSTRUCTION	721	902
BAILEY HILL - DANEBO ROAD (WEST EUGENE, PHASE 1)	BIKEWAY CONSTRUCTION	1,191	1,402
GRANTS PASS PEDESTRIAN/BIKEWAY BRIDGE (GRANTS PASS)	PEDESTRIAN/BIKEWAY BRIDGE CONSTRUCTION	747	1,245
COOS BAY/N BEND US 101 CORRIDOR ENHANCEMENT, PHASE 1 (COOS BAY)	LANDSCAPING DEVELOPMENT	370	370
PIONEER PARKWAY CORRIDOR, PHASE 1 (SPRINGFIELD)	RAILWAY CORRIDOR CONVERSION	764	955
HISTORIC RAILROAD DEPOT (BEND)	HISTORIC RAILROAD PRESERVATION	234	261
LARKSPUR TRAIL BIKEWAY (BEND)**	BIKE/PEDESTRIAN PATH CONSTRUCTION	140	175
ALBERT RIM ENHANCEMENT ZONE (LAKE COUNTY)	FACILITIES CONSTRUCTION AND IMPROVEMENT	38	43
MILL CREEK GREENWAY AND TRAIL (THE DALLES)	GREENWAY AND TRAIL CONSTRUCTION	330	388
KLAMATH FALLS - OLENE BIKE/PEDESTRIAN COMMUTER PATH (KLAMATH FALLS)	BIKEWAY AND PARKING AREA CONSTRUCTION	242	303
MORO CITY PARK IMPROVEMENTS (MORO)	BIKEWAY CONSTRUCTION	84	105
CITY OF BEND DRYWELL PROJECT (BEND)	STREET DRAINAGE PROJECT	140	353
SUMPTER VALLEY RR DEPOT RESTORATION (BAKER CITY)	HISTORIC DEPOT REHABILITATION	163	205
COURT STREET MINI-PARK (BAKER CITY)	PARK CONSTRUCTION	200	225
TOWNSQUARE PARK (LA GRANDE)	PARK CONSTRUCTION	150	247
OREGON TRAIL SITE/VISITOR'S INFORMATION CENTER (PENDLETON)	IMPROVEMENTS AND LIGHTING	195	218
OREGON TRAIL SITE (ECHO)	PAVING BIKE PATHS AND LANDSCAPING	44	55

* IN $1,000
** Alternate project

Chairman Hollern adjourned the formal meeting at approximately 12:10 p.m.

A luncheon was held at 12:30 p.m., in 122 Transportation Building, Salem, with the Transportation Commission, Aviation Advisory Committee, and aviation constituents. (Notice of the luncheon and work session had been made by press release to newspapers of local and general circulation throughout the State.) There were approximately 35 persons in attendance, which included the following persons:

Michael P. Hollern, Chairman, Transportation Commission
John Whitty, Vice Chairman, Transportation Commission
Cynthia Ford, Member, Oregon Transportation Commission
Susan Brody, Member, Oregon Transportation Commission
Don Forbes, Director, Department of Transportation
Paul Meyerhoff, Manager, Transportation Development
Wanda Kennedy, Interim Manager, Aeronautics Section
Fran Neavoll, Community and Governmental Relations

Members of the Oregon Aviation Advisory Committee:

Robert T. Mautz
Dan Vollum
Ted L. Millar
Mike Thorne
Boyd D. Williamson
Sally R. Plumley

Aviation constituents:

Evan Boone, President, Oregon Pilots Association, Newport
Mayor Jeri Kimmel, City of Roseburg
Norm Neal, Roseburg
David Banfield, Lake Lemolo Resort, Idleyld Park
Jack Lansing, Manager, Aurora State Airport, Wilsonville
Ray Costello, Aircraft Owners and Pilots Association, Corvallis
State Representative Bill Fisher, Roseburg
John Helm, Transwestern Helicopters, Scappoose
Betsy Johnson, Transwestern Helicopters, Scappoose

There were other staff persons present.

Following lunch, a work session was held. During the course of the development of the Oregon Transportation Plan and the discussions of a single agency, Chairman Hollern said it was the feeling of the Commission that a work session should be held to learn of their concerns and the aviation issues.

Wanda Kennedy said the Aeronautics Section has developed a strategic plan (business plan) and the goals and programs are being accomplished. She handed the Commission a brochure entitled "Advancing Aviation in Oregon" which summarizes the programs and activities of the Aeronautics Section. (Copy in Commission's files, Salem.) She said the work session should focus on three issues: reaffirm the need for an increase in the fuels tax, clarify ownership of State airports, and affirm the importance of aviation as a mode of transportation.

Bob Mautz said the Aviation Advisory Committee believes that aviation is extremely important to Oregon, especially to economic development. He expressed the following concerns about identity and funding:

a) Aeronautics should retain sufficient identity. He was concerned that aviation may become lost in the new reorganization. He felt it was important that Aeronautics be an effective advocate for aviation within and outside the Department.

b) The funding should be increased for aeronautics and it should be a fair funding. If Aeronautics is a part of the intermodal transportation system, he said, Aeronautics should share in the intermodal funds.

Chairman Hollern said as the Commission moves toward implementing a unified agency concept, it was never the intent to diminish the role of aeronautics. In fact, he continued, it was their expectation that aeronautics would be strengthened by the association of the other modes.

Betsy Johnson, representing the Oregon Aviation Alliance, said there is specific language in the reorganization bill (Senate Bill 98) that causes concern from some of the constituent groups. Don Forbes replied that it is their intent to work with the legislature to try and make the changes in the legislation.

Mike Thorne briefed the Commission on the impact of commercial air service out of the Port of Portland.

In response to Mr. Mautz's question on the jet fuels tax, Mr. Meyerhoff said the Department has been negotiating with the airlines and the Port to develop a workable package. He mentioned the bill has been introduced and referred to the House Revenue Committee.

Ray Costello spoke concerning the reorganization of the Department and he told of the Oregon Aviation Alliance's concerns on how this could affect Aeronautics. One of their concerns was that all responsibility would be with one person - the Director. He said they have been negotiating for several months on getting the legislation clarified to make sure the identity of the Aeronautics Section was not lost. However, the legislation was introduced without their modifications.

Betsy Johnson said the legislation was changed to identify managers for each one of the modalities. She indicated that Mr. Costello's concern was the loss of reference to each one of the modalities in the language of the bill and that was not changed. She handed the Commission a packet that contained a chronology of events on the negotiations of the reorganization concept. She said the key concern is the identity issue and there are some specific language adjustments they would like made as the bill moves through the committee. She felt she had the approval of Chairman Hollern and Mr. Forbes to work with the committees on the language change.

Evan Boone said his concern was that Aeronautics remain an entity in order to maintain a good rapport with the constituent groups.

Chairman Hollern said he hoped that there will be general agreement between the staff, Advisory Committee, and the constituents before this reorganization bill goes before the Legislature. He stated the Commission will also lend their support.

Representative Bill Fisher read a letter urging the Commission to reopen the Clearwater-Toketee Airstrip. He said this air strip is needed for forest protection and to encourage tourism. He mentioned that the U. S. Forest Service closed the facility at the end of last year due to their unwillingness to perform minimum maintenance. He stated that the owners of the Lemolo Lake Resort, Dave and Rae Banfield, have offered to provide the maintenance at no expense in return for having the use of the air strip for their clients. He asked that the Department integrate this air strip into the State Airport System. (Letter signed by Representatives Fisher, Clarno, Markham and Johnson and Senator Johnson in Commission's files, Salem.)

Mr. Meyerhoff said the legislators each year question ownership of airports by the State. There was considerable discussion on state-owned airports.

Chairman Hollern asked the Aviation Advisory Committee to come back with a recommended policy on state-owned airports.

Mayor Jeri Kimmel presented a letter from the City of Roseburg requesting the Commission to re-open the Toketee Airstrip. (See letter in Commission's files, Salem.)

Ted Millar spoke regarding the importance of private aircraft, as it relates to the development of a city and to the national transportation system. He felt there should be adequate protection for aviation in the legislation.

Jack Lansing also commented on the reorganization concept. He was concerned about the authority of the Aeronautics Section to get the job done. He also told of the improvements made at the Aurora Airport and its potential for future growth.

There being no further discussion, Chairman Hollern adjourned the meeting at 2 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Community and Governmental Relations

absent from meeting
Roger L. Breezley, Member

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Grant authority to hire an outside consultant to develop a work statement and a problem resolution procedure for an Information Systems Strategic Plan for the Department. This is a continuation of the effort that DMV has already completed; therefore the work statement needs to encompass all of the Department's business functions. Estimated cost is $48,000 and is to completed by February 20, 1993. Information Systems Branch does not have expertise or resources to accomplish these tasks in a timely manner. (Authorize Information Systems Branch Manager to select contractor, award and sign necessary contract.)

Dated this 14 day of December, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 10, 1992

A

MINUTES OF 1-20-93

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - JOHN DAY HIGHWAY SCENIC VISTAS PROJECT

County: Baker, Malheur, Wheeler — Highway: JOHN DAY (OR-19)(US-26) & CENTRAL OREGON (US-20)(US-26)

Type of Work: Grading, Paving, and Signing — F.A. No. STP-0000(133)

No. of Bidders: 3 — Contract No.: 11247

Low: Mocon Corporation, Portland, OR — $155,923.00

2nd: Blue Mountain Paving Company, Yakima, WA — $169,579.00

3rd: R. L. Coats, Bend, OR — $231,003.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#2 - COMPUTER CONTROL LINKING (PORTLAND) PROJECT

County: Multnomah — Highway: VARIOUS CITY STREETS

Type of Work: Traffic Signal Interconnect Replacement — F.A. No. MG-000C(45)

No. of Bidders: 4 — Contract No.: 11248

Low: Tice Electric Company, Portland, OR — $259,990.00

2nd: H. & H. Electric, Inc., Portland, OR — $307,966.00

3rd: Cherry City Electric, Inc. dba Hamilton Electric Co., Salem, OR — $363,647.30

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA, the City of Portland, and receipt of deposit from the City.

#3 - SOUTH BANK CHETCO RIVER ROAD #808 SECTION

County: Curry — Highway: SOUTH BANK CHETCO RIVER ROAD

Type of Work: Roadwork and Signing — F.A. No. RS-A301(6)

No. of Bidders: 3 — Contract No.: 11249

Low: Mocon Corporation, Portland, OR — $521,445.00

2nd: Tidewater Contractors Inc., Brookings, OR — $561,969.10

3rd: Redwood Empire Aggregates, Arcata, CA — $842,327.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA, Curry County, and receipt of deposit from the County.

Approved by Chairman
Michael P. Hollern
Date 11-2-92

#4 - M.P. 23.75 - M.P. 23.95 SECTION

County: Clackamas — Highway: WOODBURN-ESTACADA (OR-211)
Type of Work: Grading, Paving, and Signing — F.A. No. HES-74(20)

No. of Bidders: 16 — Contract No.: 11250
Low: Durbin Construction Inc., Eugene, OR — $466,677.25
2nd: Morse Bros., Inc., Lebanon, OR — $475,637.00
3rd: James W. Fowler Co., Dallas, OR — $486,060.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#5 - I-5 SEISMIC RETROFIT (PORTLAND), PHASE I

County: Multnomah — Highway: PACIFIC (I-5)
Type of Work: Structure — STATE SPECIAL MAINTENANCE PROJECT

No. of Bidders: 10 — Contract No.: 11251
Low: David A. Mowat Company, Kirkland, WA — $532,200.00
2nd: Mocon Corporation, Portland, OR — $539,610.00
3rd: Hamilton Construction Co. (Oregon), Springfield, OR — $675,040.00

Engineer's Recommendation: Award to low responsive bidder.

#6 - JUNCTION CITY 'Y' INTERSECTION SECTION

County: Lane — Highway: PACIFIC WEST (OR-99W)
Type of Work: Grading, Paving, Signing, & Signals — STATE OPERATIONS PROJECT

No. of Bidders: 3 — Contract No.: 11252
Low: Wildish Paving Company, Eugene, OR — $698,417.00
2nd: Delta Sand & Gravel Co. & Babb Const., dba Delta Construction Company, Eugene, OR — $746,035.90
3rd: Eugene Sand & Gravel, Inc., Eugene, OR — $992,517.25

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 11-2-92

#7 - PLEASANT VALLEY - GREEN TIMBER ROAD SECTION

County: Tillamook
Type of Work: Roadwork

Highway: OREGON COAST (US-101)
F.A. No. STP-NH-2-5(22)

No. of Bidders: 4

Contract No.: 11253

Low: Roy L. Houck Construction Company, Salem, OR	$860,766.00
2nd: J. C. Compton Contractor, Inc., McMinnville, OR	$888,674.00
3rd: N-B Hatch Company, Portland, OR	$945,879.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#8 - RIVERSIDE DRIVE - LAKE CREEK SECTION

County: Linn
Type of Work: Grading, Structure, Paving & Signing

Highway: CORVALLIS-LEBANON (OR-34)
F.A. No. STP-21-2(31)

No. of Bidders: 4

Contract No.: 11254

Low: Wildish Paving Company, Eugene, OR	$885,443.60
2nd: Hamilton Construction Co. (Oregon), Springfield, OR	$886,361.50
3rd: Morse Bros., Inc., Lebanon, OR	$916,957.80

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#9 - UNITY FOREST WAYSIDE - IRONSIDE SECTION

County: Baker, Malheur
Type of Work: Grading, Paving, Structures, and Signing

Highway: JOHN DAY (US-26)
F.A. No. STP-88-3(7)

No. of Bidders: 10

Contract No.: 11255

Low: Steelman-Duff, Inc., A Corporation of Washington, Clarkston, WA	$3,293,235.60
2nd: J. C. Compton Contractor, Inc., McMinnville, OR	$3,333,554.50
3rd: Stimpel-Wiebelhaus, Inc., Redding, CA	$3,416,865.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 11-2-92

#10 - RUFUS - ARLINGTON (WEST UNIT) SECTION

County: Gilliam — Highway: COLUMBIA RIVER (I-84)
Type of Work: Passing Lane, Paving, Guardrail, and Membrane — F.A. No. NH-84-3(16)110

No. of Bidders: 5 — Contract No.: 11256

Low: Wildish Standard Paving Co., Eugene, OR	$7,492,570.00
2nd: Kiewit Pacific Co., Vancouver, WA	$7,564,486.00
3rd: J. C. Compton Contractor, Inc., McMinnville, OR	$7,667,566.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

See Page 11,182 for rejection

On November 2, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on October 22, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, 3, 4, 7, 8, 9, and 10, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 14th day of December, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 1-20-93

PUBLIC INTEREST FINDING

On October 22, 1992, proposals were opened and read for the Rufus-Arlington (West Unit) Section on the Columbia River Highway (I-84) in Gilliam and Sherman Counties. Five bids were received. An error was discovered in which a bid quantity in the bid proposal did not agree with the same bid quantity derived from the plans. This error in the bid document threatens the fairness and integrity of the competitive process, as stated in the "Oregon Attorney General's Model Contract Rules Manual" (137-30-102 (iii)). Based on the above, the public interest will be best served if all bids are rejected as provided for in the "Oregon Standard Specifications for Highway Construction, 1991" (00130.00). Copies of this Public Interest Finding are being provided to the bidders of record for this project. (See page 11,181 in minutes)

#10 - RUFUS - ARLINGTON (WEST UNIT) SECTION

County: Gilliam — Highway: COLUMBIA RIVER (I-84)
Type of Work: Passing Lane, Paving, Guardrail, and Membrane — F.A. No. NH-84-3(16)110

No. of Bidders: 5 — Contract No.: 11256

Low: Wildish Standard Paving Co., Eugene, OR	$7,492,570.00
2nd: Kiewit Pacific Co., Vancouver, WA	$7,564,486.00
3rd: J. C. Compton Contractor, Inc., McMinnville, OR	$7,667,566.00

Engineer's Recommendation: Reject all bids and readvertise at a later date

Based on the above information, I rejected all bids on November 13, 1992.

Michael P. Hollern, Chairman
Oregon Transportation Commission
Dated 12-15-92

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Supplement No. 1 to a personal services contract with John (Jack) Y. Lansing to proceed with aviation advocacy and to continue the implementation of the Aurora State Airport Management Strategy. This supplement adds $15,000 to a new total not to exceed $30,000 and supplement is to begin December 18, 1992, through June 30, 1993. (Authorize Aeronautics Interim Manager to sign necessary supplement.)

Dated this 15 day of December, 1992

Michael P. Hollern, Chairman
Oregon Transportation Commission

December 15, 1992

731-0314(12-90)

REPORT OF CONFIRMATTION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - NW IRVING-W BURNSIDE STREET (PORTLAND) SECTION

County: Multnomah
Highway: 5th, 6th, & Irving Streets (City Streets)
Type of Work: Grading, Structure, Paving, Signing, Illumination, Signals & Landscaping
F.A. No. IX-0000(132)

PROJECT POSTPONED TO LATER DATE

#2 - NW 185TH INTERCHANGE SECTION

County: Washington
Highway: Sunset (US 26)
Type of Work: Grading, Structure, Paving, Signing, Illumination, Signals & Landscaping
F.A. No. STP-27-2(43)

PROJECT POSTPONED TO LATER DATE

#3 - DRY GULCH BRIDGE PROJECT

County: Umatilla
Highway: ATHENA-HOLDMAN
Type of Work: Grading, Structure, & Paving
F.A. No. DSB-190(6)

Contract No.: 11259

No. of Bidders: 11

Low: Dice Construction, Inc., Bend, OR — $99,778.00

2nd: Michael A. Becker, General Contractor, Inc., La Grande, OR — $104,202.00

3rd: Holm II, Inc., Stayton, OR — $115,028.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#4 - WALLOWA LAKE HIGHWAY @ WALTON ROAD SECTION

County: Union
Type of Work: Traffic Signal

Highway: WALLOWA LAKE (OR-82)
STATE OPERATIONS PROJECT

No. of Bidders: 5	Contract No.: 11260
Low: Marca Electric, Inc., Coquille, OR	$106,105.00
2nd: Albany Electric, Inc., Albany, OR	$106,979.00
3rd: Linnco Electric Company, Albany, OR	$122,158.00

Engineer's Recommendation: Award to low responsive bidder.

#5 - I-5 @ DEPOT STREET (ROGUE RIVER) SECTION

County: Jackson
Type of Work: Illumination Poles

Highway: PACIFIC (I-5)
STATE PROJECT

No. of Bidders: 3	Contract No.: 11261
Low: Albany Electric, Inc., Albany, OR	$114,459.00
2nd: Pacific Electrical Contractors, Inc., Medford, OR	$125,717.60
3rd: Schoolhouse R Electrical Construction, Ashland, OR	$142,146.00

Engineer's Recommendation: Award to low responsive bidder.

#6 - SPRR X'ING - BEAVERTON/TIGARD HIGHWAY SECTION

County: Washington
Type of Work: Grading, Paving, Signing & Signals

Highway: SCHOLLS (OR-210)
F.A. No. STP-9234(12)

No. of Bidders: 8	Contract No.: 11262
Low: Goldie Gentle Construction, Inc., Portland, OR	$435,128.00
2nd: N-B Hatch Company, Portland, OR	$452,569.00
3rd: Northwest Earthmovers, Inc., Tualatin, OR	$463,470.14

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#7 - DOAKS FERRY ROAD AT GLEN CREEK ROAD (SALEM) SECTION

County: Polk — Highway: DOAKS FERRY ROAD
Type of Work: Grading, Paving, and Signing — F.A. No. M-1815(1)

No. of Bidders: 10 — Contract No.: 11263

Low: N-B Hatch Company, Portland, OR	$578,200.00
2nd: Paul Bros., Inc., Boring, OR	$595,112.55
3rd: D. & D. Paving Co., Salem, OR	$598,101.67

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA, the City of Salem, and receipt of deposit from the City.

#8 - MP 98.65 - McDERMITT SECTION

County: Malheur — Highway: I.O.N. (US-95)
Type of Work: Grading and Paving — F.A. No. STP-87(7)

No. of Bidders: 5 — Contract No.: 11264

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$2,825,216.50
2nd: McCafferty-Whittle Construction Company, Brush Prairie, WA	$3,080,792.50
3rd: Nelson Construction Co., An Idaho Corporation, Boise, ID	$3,246,480.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On November 25, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on November 19, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3, 6, 7, and 8, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 16 day of Dec., 1992

John Whitty

John Whitty, Vice Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with Multnomah County and City of Troutdale abandoning a portion of the Crown Point Highway to the County. This agreement is necessary due to the construction of the Kendall-Kibling Section Project, which was approved as a part of the 1991-1996 Six-Year Highway Improvement Program on July 17, 1990. (State Highway Engineer approved abandonment of highway on November 4, 1992. Authorize State Highway Engineer to sign agreement.)

Dated this 21 day of DECEMBER, 1992

John Whitty, Vice Chairman
Oregon Transportation Commission

December 17, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Personal service contract with Axis Performance Advisors, Inc., to conduct ten workshops entitled Managing High Performance Teams. These workshops for team managers will begin on January 4, 1993, and extend through June 30, 1994. The training received supports our Shared Leadership process. This agreement will not exceed $48,000. The Department does not have the experience or training design to accomplish this work. (Authorize the Manager of Human Resource and Organization Development Branch to sign necessary agreement.)

Dated this 23rd day of December, 1992

John Whitty, Vice Chairman
Oregon Transportation Commission

December 23, 1992

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission and subdelegated to the Manager of Financial Services, the following action was taken:

1) On November 23, 1992, signed Supplement No. 1 to a personal service contract with Public Financial Management, Inc., to provide alternative financial strategies for implementing the Oregon Transportation Plan. This supplement is effective November 27, 1992, through June 30, 1993, at a cost not to exceed $65,000. (Transportation Commission approved November 17, 1992.)

Dated this 22 day of December, 1992

for Douglas R Goldbart
Tony Lewis
Manager of Financial Services

RECEIVED
DEC 18 1992
FINANCIAL SERVICES

December 17, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On October 15, 1992, signed an agreement between the United States Department of Interior, Bureau of Reclamation, to provide for the crossing of the Owyhee Canal in conjunction with the OSCI Access Rd.-Stanton Boulevard Interchange Project in Malheur County. (Project was approved on July 17, 1990, as part of the 1991-1996 Six-Year Highway Improvement Program.)

2) On November 11, 1992, signed a personal service contract with DKS Associates for additional services on the Portland Ramp Meter Monitoring System. The contract is effective November 11, 1992, through May 31, 1993, at a cost not to exceed $6,730. (Transportation Commission approved July 21, 1992.)

3) On November 11, 1992, approved an agreement with Tri-Met covering construction of the Tualatin Park and Ride Expansion Lot Project, which includes construction of a bus turn-out area on Pacific Highway Southbound off-ramp and a pedestrian walkway connecting the turn-out and the expansion lot.

4) On November 11, 1992, signed an agreement with City of Cottage Grove to construct a turn lane and access to Cottage Grove North Regional Park; to modify an existing traffic signal on the Cottage Grove Connector at Gateway Boulevard and modify the southbound off ramp of the North Cottage Grove Interchange. (Transportation Commission approved July 21, 1992, as part of the Six-Year Transportation Improvement Program.)

5) On November 11, 1992, signed Supplement No. 1 to an intergovernmental agreement with Oregon State University to complete the study on the Truck Tire Issue. This supplement extends the contract completion date to December 31, 1992. (Chairman Hollern approved project on November 11, 1991.)

6) On November 11, 1992, signed an agreement with United States Forest Service (Malheur and Wallowa-Whitman National Forests) covering construction of the Wetmore Campground and Sumpter Railroad Scenic Vista turnouts located on National Forest Land along the John Day Highway. (Transportation Commission approved project July 21, 1992, as part of the 1993-98 Six Year Transportation Improvement Program.)

7) On November 13, 1992, signed Supplement No. 2 to a personal service contract with Gossard-Pyron Associates to provide team building services for additional management teams. This supplement adds an additional $7,000 for a new sum not to exceed $120,000, extends the contract completion date to February 28, 1993, and changes the scope of work. (Transportation Commission approved original contract on May 21, 1991, and additional funds approved on January 21, 1992, and October 20, 1992.)

8) On November 18, 1992, signed Supplement No. 1 to a personal service contract with Wilsey and Ham Pacific for on-call field survey services in Region 4. This supplement extends the contract completion date to March 31, 1993. (Transportation Commission approved original contract on October 17, 1990.)

9) On November 18, 1992, signed Supplement No. 2 to a personal service contract with S&S Survey and Engineering, Inc., for on-call field survey services in Region 4. This supplement extends the contract completion date to March 31, 1993. (Transportation Commission approved October 17, 1990.)

10) On November 18, 1992, signed Supplement No. 1 to a personal service contract with Fishman Environmental Services covering biological research and documentation. This supplement updates the billing schedule to reflect current hourly rates. (Transportation Commission approved March 20, 1990.)

EXHIBIT D
MINUTES OF 1-20-93

11) On November 20, 1992, signed an agreement with Bureau of Land Management covering construction of a scenic vista turn-out on the John Day Highway at approximately M.P. 99.12. (Transportation Commission approved July 17, 1990, as part of the Six-Year Transportation Improvement Program.)

12) On November 23, 1992, approved a state tax street funds resolution for the City of Richland on five different projects. This is for the calendar year of 1993 in the amount of $3,000.

13) On November 25, 1992, approved a joint resolution of the Medford-Central Point Metropolitan Planning Organization Board which certifies that the Medford Metropolitan area is in compliance with the Federal transportation planning requirements.

14) On November 30, 1992, approved a state tax street funds resolution with the City of Dunes City for the Huckleberry Lane Project. This is for the calendar year of 1992 in the amount of $12,500.

15) On December 4, 1992, signed a personal service contract with CH2M Hill to perform a feasibility study and cost analysis for the installation of a centralized air conditioning system in the Transportation Building. This contract is effective December 8, 1992, through May 31, 1993, at a cost not to exceed $50,000. (Transportation Commission approved funding June 18, 1990. Chairman Hollern approved contract November 30, 1992.)

16) On December 9, 1992, signed an agreement with Lane County covering construction of deceleration lanes and realignment of the intersections on McKenzie Highway at East Holden Creek Lane, West Leaburg Drive, East Leaburg Drive and West Greenwood Drive with the McKenzie Highway. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

Dated this day 18TH of DECEMBER, 1992

William Anhorn
State Highway Engineer

December 17, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Dry Gulch Bridge Section of the Athena-Holdman Highway in Umatilla County. Bids received November 19, 1992. Contract No. 11,259 awarded on November 30, 1992, to Dice Construction, Inc., Bend, at $99,778.00.

2) Work on the S.P.R.R. X'ing-Beaverton/Tigard Highway Section of the Scholls Highway in Washington County. Bids received November 19, 1992. Contract No. 11,262 awarded on November 30, 1992, to Goldie Gentle Construction, Inc., Portland, at $435,128.00.

3) Work on the Doaks Ferry Road at Glen Creek Road in Salem, Polk County. Bids received November 19, 1992. Contract No. 11,263 awarded on November 30, 1992, to N-B Hatch Co., Portland, at $578,200.

4) Work on the M.P. 98.65-McDermitt Section of the I.O.N. Highway in Malheur County. Bids received November 19, 1992. Contract No. 11,264 awarded on November 30, 1992, to J. C. Compton Contractor, Inc., McMinnville, at $2,825,216.50.

Dated this 18TH day of DECEMBER, 1992

William Anhorn
State Highway Engineer

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

December 22, 1992

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

Amendment of the Local Option Section of the Statewide Transportation Improvement Program through the substitution of those projects identified in the Portland, Salem, Eugene, and Medford metropolitan areas with those identified in the individual metropolitan area TIPs as approved by the MPOs. Approval excludes projects identified for the federal CMAQ and Enhancement programs, pending completion of the selection process:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
HBRR PROJECTS					
Willow Cr. (S.Court St.) Br. No. 49B02	Phase 1 P.E. Cost (State)				12/3/92
Catherine Cr. (Gekeler Rd.) Br. No. 61C35 Union County	Phase 1 P.E. Cost (State)				12/3/92
Sand Cr. (Neil-Peck Rd.) Br. No. 01C040 Baker County	Phase 1 P.E. Cost (State)				12/3/92
Silvies R. (Lawen Ln.) Br. No. 25A80 Harney County	Phase 1 P.E. Cost (State)				12/3/92
Lower Pine Cr. (Drewsey Market Rd.) Br. No. 25E17 Harney County	Phase 1 P.E. Cost (State)				12/3/92

MKS074.th

731-0314A(12-90)

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	GOVT. FUNDS	LOCAL APPROVAL DATE
HBRR PROJECTS, Continued					
Willow Cr. (Co. Rd. 966) Br. No. 49C01 Morrow County	Phase 1 P.E. Cost (State)				12/11/92
Black Horse Canyon (Co. Rd. No. 719) Br. No. 49C14 Morrow County	Phase 1 P.E. Cost (State)				12/11/92
Grande Ronde R. (Troy) Br. No. 32C62 Wallowa County	Phase 1 P.E. Cost (State)				12/11/92
FUND EXCHANGE					
Parrish Cr. Rd. Wheeler County		$111,782	$105,075		10/23/92
Jackson St. & Madrona City of Monmouth		$123,834	$116,404		10/28/92
Klaskanine Ave. City of Astoria		$240,569	$226,135		10/23/92
Waverly Dr., 2nd St. City of Albany		$355,514	$334,183		10/23/92
12th Street City of Lebanon		$149,000	$140,060		11/09/92
Hildebrand Rd. Sherman County		$124,176	$116,725		11/09/92
So. Beaver Cr. Br. Lincoln County		$122,810	$115,441		11/09/92
Butler Market Rd. Deschutes County		$259,171	$243,621		11/09/92
State Street City of Salem		$500,000	$470,000		11/12/92

MKS074.th

EXHIBIT E

MINUTES OF 1-20-93

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	GOVT. FUNDS	LOCAL APPROVAL DATE
FUND EXCHANGE , Continued					
6 Road Chip Seal Union County		$164,857	$154,965		11/20/92
NW Buchanan Ave. City of Corvallis		$237,133	$222,905		10/23/92
NE 8th, 4th, & 9th City of Bend		$271,002	$254,742		12/02/92
Elliot Road City of Newberg		$139,786	$131,399		12/03/92
Lewis & Clark Rd. Clatsop County		$117,000	$109,980		12/08/92
CMAQ FUNDS					
Crater Lake Hwy & Crater Lake Ave. & McAndrews Rd. City of Medford	$105,000	$ 94,200	-0-	$10,800	12/02/92

Approved Cam Gilmour
Cam Gilmour, Manager
Program Section

Date 12 - 22 - 92

MKS074.th

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On November 9, 1992, signed an agreement with City of Albany covering the Waverly Drive (Grand Prairie-Santiam Highway) and the 2nd Avenue (Ellsworth Street-Lafayette Street) Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project October 23, 1992.)

2) On November 9, 1992, signed an agreement with Wheeler County covering reconstruction of Parrish Creek Road. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project October 23, 1992.)

3) On November 9, 1992, signed an agreement with Douglas County covering replacement of Sutherlin Creek Bridge. (Program Section Manager approved project on March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

4) On November 9, 1992, signed an agreement with Douglas County covering the construction of a new bridge over Blacks Creek on Schofield Road. (Program Section Manager approved project on March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

5) On November 13, 1992, signed an agreement with Roseburg Urban Sanitary Authority covering the construction of the N.W. Hooker Road-N.E. Alameda Avenue Section of the Oakland-Shady Highway, which includes widening the highway, minor structure work, traffic signal modification and $132,000 worth of sanitary sewer main lines, service connections and manholes. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

6) On November 16, 1992, approved Supplement No. 4 to a personal service contract with J.M. Colosimo Associates for planning and implementing organizational change. This supplement extends the contract completion date to December 1, 1993. (Transportation Commission approved original contract on November 14, 1989.)

7) On November 16, 1992, signed an agreement with Douglas County to install illumination at Lookingglass Road and Winston Road intersections on the Coos Bay - Roseburg Highway. (Project approved by Program Section Manager August 16, 1991.)

8) On November 23, 1992, signed an agreement with Washington County to replace the NW 216th Avenue Bridge. (Project approved by Program Section Manager on March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

9) Signed the following Special City Allotment Agreements: (Transportation Commission approved October 20, 1992.)

DATE SIGNED	CITY	PROJECT
11-23-92	Athena	3rd-Main St.
11-24-92	Fairview	6th-Halsey-Cedar Sts.
11-23-92	John Day	SE Hillcrest-E. Main Sts.
11-24-92	Molalla	Hoyt St.-Dixon Ave./Hwy. 211-Ridings Ave.
12-7-92	Spray	Thorn, Park, Pine & Broadway Sts.
12-7-92	Echo	Golf Course Rd.-Hwy. 320
12-7-92	Union	Arch St.-Main St.-Bellwood St.
12-8-92	Metolius	Adams-Butte to 7th St.
12-8-92	Lakeview	S. 9th St.-S."G"-S."M" St.

10) On December 1, 1992, approved a 4.1% increase ($46,806.94) in project authorization on the Arterial Street Overlay Project No. 8 (Portland) on city streets in Multnomah County (Contract No. 10,945.)

11) On December 1, 1992, approved a 20% increase ($33,286) in project authorization on the NW Portland Intersection Improvement (Portland) Section on NW 21st and 23rd Avenues in Multnomah County (Contract No. 11,201).

12) On December 2, 1992, signed an agreement with the City of Columbia City for the improvement of Fourth Street ("I" St. to "L" St.). (Transportation Commission approved October 15, 1991, as part of Special City Allotment Program.)

13) On December 7, 1992, signed an agreement with City of Bend for the improvement of Northeast 8th, Northeast 4th, and Southeast 9th Streets. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project December 2, 1992.)

14) On July 21, 1992, the Oregon Transportation Commission approved the Statewide Transportation Improvement Program. Due to delays in the development of the Metropolitan Area TIPs, the adopted program contained only those projects funded through local government programs that had been identified under the previous program. This delay was due in part to complications with the analysis required to demonstrate conformance with the Clean Air Act. The analysis has now been completed in each of the metropolitan areas based on a new program of projects. On December 7, 1992, approved the substitution of projects identified in the metropolitan areas of the Statewide Transportation Improvement Program for those shown in the metropolitan area transportation improvement programs. Approval is limited to those projects funded through local government programs, with the exception of the Federal CMAQ and Enhancement Programs. (List of projects in Commission's files, Salem.)

Dated this 22nd day of December, 1992

Cam Gilmour

Cam Gilmour, Manager
Program Section

December 16, 1992

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On October 30, 1992, approved a parking prohibition on The Dalles-California Highway No. 4 in Jefferson County from M.P. 92.02 to M.P. 92.11 (East Side) City of Madras.

2) On October 30, 1992, approved a parking prohibition on The Dalles-California Highway No. 4 (West Side) in Deschutes County from M.P. 115.70 to M.P. 115.71, Community of Terrebonne.

3) On November 16, 1992, signed an agreement with Washington County to replace and upgrade existing signal equipment on Tualatin Valley Highway at three intersections; Walker Road, 87th Avenue and Canyon Lane. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

Dated this 21 day of December, 1992

Dwayne Hofstetter, Traffic Engineer

December 17, 1992

731-0314A (10-90)

DATE: DECEMBER, 1992

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

1) **DOUGLAS COUNTY**: **CAMAS VALLEY - COOS BAY-ROSEBURG HIGHWAY**:
File 57460 - Containing 13.45 Acres; $15,000; Approved 11/02/92.

2) **LANE COUNTY**: **LINN CNTY. LINE-JUDKINS PT. - PACIFIC HIGHWAY**:
File 25281 - Containing 3.9 Acres; $1,950; Approved 11/17/92.

3) **LANE COUNTY**: **OAKHILL-EUGENE-SPRINGFIELD SECT. - FLORENCE-EUGENE HWY.**:
File 41920 - Containing 2.42 Acres; $65,800; Approved 11/23/92.

4) **LANE COUNTY**: **STOCKPILE SITE - MCKENZIE HIGHWAY**:
File 33479 - Containing 22,255 Sq. Ft.; $15,000; Approved 11/02/92.

5) **MULTNOMAH COUNTY**: **PORTLAND COLISEUM (BLAZER AREA)**:
File 10123 - Containing: Various from 0 Sq. Ft to 32,500 Sq. Ft.; $352,000; Approved 11/18/92.

6) **MULTNOMAH COUNTY**: **TROUTDALE-BRIDAL VEIL SECTION - CROWN POINT HWY.**:
File 31037 - Containing .70 Acre; $35,000; Approved 11/13/92.

AGREEMENTS: (35-48)

7) Quitclaim Deed from Burlington Northern Railroad Company to ODOT in fulfillment of ODOT Agreement RR-1351 (reported in Sept., 1992,. Page 1 under Agreements, Item No. 8); **GREENSPRINGS HWY.-MIDLAND SECTION - THE DALLES-CALIFORNIA HWY., KLAMATH COUNTY**; File No. 6076-021.

8) Easement from Burlington Northern Railroad Company in fulfillment of ODOT RR-1352 (reported in Sept., 1992, Page 1 under Agreements, Item No. 9); **N. PORTLAND ROAD-I-5 (PORTLAND)**; File R6120 008.

PERSONAL SERVICE CONTRACTS: (35-46)

9) Memo for Increase of cost to original Personal Service Agreement with Rittenhouse-Zeman Associates, Inc. (reported June, 1991, Pg. 2, Item 12); Contamination was found upon removal of underground tanks. This increase is for cleanup of contamination; Increase $15,143.20; Start Date: 5/07/91; End Date: 06/01/92; Approval 05/17/91.

10) Personal Service Contract No. R08775-66-66 with Land and Water Environmental Services, Inc.; for Site Assessment/Cleanup; Cost $3115; Start Date: 11/09/92; End Date: 10/31/93; Approved 11/09/92.

Report of Action Taken Under Delegated Authority
December, 1991 – Page Two

PERSONAL SERVICE CONTRACTS: (Continued)

11) Demolition Contract No. 57505–99–99 with Hugh's Excavation and Plumbing for removal of septic tank at 25847 S. Hwy. 213; Files 57817 & 57505; Start Date: 11/24/92; End Date: 12/24/92; $1,000; Approved 11/24/92.

12) Personal Service Contract No. R37933–99–99 with Pruett Incorporated; for removal of trees, pruning of trees; chip and haul bush and debris; remove wood from site; and site cleanup; Cost: $3,930; Start Date: 11/18/92; End Date: 12/18/92; Approval 11/09/92.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35–41)

CLACKAMAS COUNTY:

CLACKAMAS HWY.–GLADSTONE INTERCHANGE (UNIT 2) – SE 82ND DRIVE:

6166 001	World Vision, Inc.	$ 1,500	App. 11/17/92
6166 007	Marvin Eckert; Doreene J. Eckert	$ 725	App. 11/28/92

S.W. JEAN RD.–S.W. MADRONA ST (LAKE OSWEGO) – LOWER BOONES FERRY ROAD:

52322	Darl L. Synoground	$ 6,950	App. 11/17/92

COOS COUNTY:

REMOTE CAMPGROUND – COOS BAY–ROSEBURG HIGHWAY:

6132 003	Frank Ferguson	$ 16,500	App. 11/16/92

DESCHUTES COUNTY:

BEND PARKWAY, PHASE 1 – THE DALLES–CALIFORNIA HIGHWAY:

6142 504	C & K Petroleum	$ 98,175	App. 10/14/92

BEND PARKWAY, PHASE 2 – THE DALLES–CALIFORNIA HIGHWAY:

6118 004	Damon O. Hill	$ 76,300	App. 10/29/92
6118 008	Philip K. Andersch (Cale)	$361,500	App. 11/12/92
6118 014	Joe Eudemiller (Bodtker; Kephart)	$ 63,375	App. 11/16/92
6118 015	Janice M. Derr (Cherry)	$235,000	App. 11/04/92
6118 026	Joe Eudemiller	$ 20,450	App. 11/16/92

DESCHUTES RIVER–HWY. 97 – MCKENZIE–BEND HIGHWAY:

6105 012	Catherine R. Jensen	$ 11,375	App. 11/10/92

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE – PACIFIC HIGHWAY:

6112 003	Laurence E. & Madeline Duprey; Mariam A. Swanson, TTEE	$ 1,950	App. 11/16/92
6112 014	Floyd J. & Margaret E. Trent (Mobile Home)	$ 7,000	App. 10/29/92
6112 016	James R. Loper	$ 150	App. 11/09/92
6112 031	Gary & Mary Ledford	$ 48,185	App. 11/20/92

Report of Action Taken Under Delegated Authority
December, 1992 – Page Three

OPTIONS: (Continued)

HOOD RIVER COUNTY:

MT. HOOD-LONG PRAIRIE ROAD – MT. HOOD HIGHWAY:

57154	Charlotte B. Smith	$ 22,500	App. 10/26/92
59148	David Patterson (Lape)	$ 4,300	App. 11/18/92

JACKSON COUNTY:

TRAIL-CASEY STATE PARK (WEST UNIT) – CRATER LAKE HIGHWAY:

56610	Joe D. & Janet M. Haselden	$ 5,850	App. 11/23/92
56615	William & Bertha McGinty	$ 1,240	App. 04/02/92

KLAMATH COUNTY:

FOOTHILLS BOULEVARD – HOMEDALE ROAD:

59106	Washington Water Power Company	$ 510	App. 10/12/92

GREEN SPRINGS-MIDLAND HWY JCT. – THE DALLES-CALIFORNIA HIGHWAY:

6076 019	Floro M. Magpantay; Perla L. Yahiro; Bella M. San Juan	$ 1,160	App. 11/17/92
6076 022	Frank A. Parker; Suzi H. C. Parker	$ 1,850	App. 12/03/92
6076 023	Russell Smith	$ 850	App. 11/17/92

LANE COUNTY:

NOTI-VENTA – FLORENCE-EUGENE HIGHWAY:

6074 009	Orville C. & Lorna I. Moore	$ 3,100	App. 11/04/92
6074 020	Dorothy J. Hemple	$ 10,260	App. 11/04/92
6074 025	Ralph E. & Candace A. Dobson	$ 3,600	App. 10/26/92
6074 028	Gilford J. Burgess, Jr.; Daryl L. Burgess	$ 800	App. 11/23/92
6074 029	Lorna I. Moore	$ 15,700	App. 11/04/92

MALHEUR COUNTY:

ADRIAN-HOMEDALE (N. ALKALI CREEK BRIDGE) – SUCCOR CREEK HIGHWAY:

6163 001	Kenneth E. Thomas; Darlene M. Thomas	$ 150	App. 12/01/92

MARION COUNTY:

SILVERTON RD.-STATE ST. (SALEM) PHASE 2 – PACIFIC HIGHWAY:

6027 030	George Kufner	$ 8,100	App. 11/20/92
6027 052	Clovis & Connie Gibson	$ 3,500	App. 11/19/92
6027 066	Metropolitan Life Insurance Company	$ 4,320	App. 11/20/92
6027 066	Fred Meyer, Inc.	$ 1,780	App. 11/20/92
6027 073	Stanley R. Culver	$ 34,977	App. 09/28/92

MULTNOMAH COUNTY:

RIVERGATE-I-5 – SWIFT BLVD:

6120 002	Skaggs Snowmobiles (Sign only)	$ 785	App. 11/28/92

Report of Action Taken Under Delegated Authority
December, 1992 – Page Four

OPTIONS: **MULTNOMAH COUNTY**: (Continued)

WESTSIDE LIGHT RAIL LINE SECTION 5 – WESTSIDE LIGHT RAIL:

6168 016	Wilbert H. Yahn; Adelheid A. Yahn	$ 1,600	App. 10/29/92
6168 054	Zita Kahnweiler	$ 800	App. 11/09/92
6168 057	Robert F. Knoll; Louise A. Knoll	$ 1,225	App. 11/20/92
6168 061	Larry G. Leeman; Anna P. Leeman	$ 1,400	App. 11/20/92
6168 066	Harry Anderton	$ 750	App. 11/10/92
6168 069	Stephen N. Brady	$ 500	App. 11/10/92

WASHINGTON COUNTY:

CAMELOT INTERCHANGE–SYLVAN INTERCHANGE – SUNSET HIGHWAY:

6125 007	Gordon A. & Barbara Jean Johnson		

S.E. 21ST AVE.–S.E. BASELINE ST. – TUALATIN VALLEY HIGHWAY:

57634	Mark & Lana Sagaset	$ 17,000	App. 04/02/92

SW CENTER ST.–SW 76TH – SUNSET HIGHWAY:

6133 321	Jeffery Henington	$ 46,000	App. 11/20/92

Dated this 11th day of December, 1992

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

NORTH ROSEBURG INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

6112043 Gregg Devine Offer: $ 6,200.00

W. 11TH - GARFIELD SECTION OF THE FLORENCE-EUGENE HIGHWAY

6116001 William & Audrey Nelson Offer: $ 65,000.00

Dated this 22nd day of December, 1992.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following action was taken:

1) On November 19, 1992, approved an agreement with Mt. Hood Meadows, Oregon LTD., and Mt. Hood Meadows Development Corporation-General Partner for snow removal at Mt. Hood Meadows and Hood River Meadows Sno-Parks.

Dated this 21 day of December, 1992

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

December 17, 1992

731-0314 (10-90)

H

MINUTES OF 1-20-93

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and subdelegated to the Maintenance/Construction Engineer (Subdelegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
Oregon Asphaltic Paving Co.,Inc. Contract No. 10945 Acceptance Date: December 15,1992	Arterial Street Overlay Projects #8 Multnomah County
Cushing Bros.,Inc. Contract No. 10969 Acceptance Date: December 16,1992	Clackamette Park Bridge Clackamas County
All Concrete Specialties,Inc. Contract No. 11073 Acceptance Date: December 16,1992	Corridor Projects(Portland) Multnomah County
Elting ,Inc. Contract No. 11111 Acceptance Date: December 16,1992	Sandy Blvd.W.Bound Connection Multnomah County
Cushing Bros.,Inc. Contract No. 11112 Acceptance Date: December 16,1992	Beaverton/Tualatin Hyw. at S.W.Oak and Pfaffle St. Washington County
Oregon Asphaltic Paving Co. Contract No. 11175 Acceptance Date: December 16,1992	Salisbury Junction - Baker City Baker County
JAL Construction ,Inc. Contract No.11181 Acceptance Date: December 16,1992	Salt Creek(Beck Road) Bridge Polk County
Roseburg Paving Co. Contract No. 11187 Acceptance Date: December 16,1992	Golden Creek - Weatherly Creek Douglas County

RECEIVED
DIRECTOR
ROBERTO
DEC 16 1992
FOR

H

MINUTES OF 1-20-93

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 93 [July 1]

REGION	Current FY 6 Months to Date -	Current FY 6 Months to Date +	TOTAL	AVE % by REGION	Prior FY Totals -	Prior FY Totals +	AVE % by REGION
1	15	13	28	+ 5.3	24	13	+1.9
2	12	2	14	+16.6	21	4	-3.6
3	11	5	16	+ 0.4	20	10	+1.1
4	9	3	12	+ 3.7	15	3	-1.2
5	10	4	14	+ 1.1	17	6	+3.8
TOTAL	57	27	84	+ 6.4	96	38	+1.3

- \- Projects underrunning Original Authorization
- \+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

H

MINUTES OF 1-20-93

Bayview Transit Mix,Inc.

Contract No. 11216
Acceptance Date: December 16,1992

Manzanita Junction - Nehalem(Bikeway)

Tillamook County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$5,592,868.66	$133,139,924.93
Anticipated Costs	$5,908,601.00	$141,679,095.23
Percentage Overrun (Underrun)	+5.6%	+6.4%

for Kenneth D. Kamai
Wayne F. Cobine, Manager
Office of Operations
Date 12-16-92

BMW:bmw

DELAUTH

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, now renamed as Region 2 Manager, the following action was taken:

1) On October 22, 1992, approved a personal service contract with Nagao Pacific Architecture covering architectural services regarding modifications on the East Salem Highway Building to comply with the requirements of the Americans with Disabilities Act. This contract is effective November 2, 1992, through December 31, 1993, at a cost not to exceed $9,999.

Dated this 28th day of December, 1992

Ken Husby

Ken Husby
Region 2 Manager

December 17, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, renamed as Region 5 Manager, the following action was taken:

1) On December 10, 1992, approved a personal service contract with Traci A. Loveland to conduct two classes of Zenger-Miller's Frontline Leadership "Problem Solving" classes for Region 5. These classes are to be conducted January 1 through June 30, 1993, at a cost not to exceed $4,500.

Dated this 23rd day of December, 1992

J. X. Wilson

J. X. Wilson
Region 5 Manager

December 16, 1992

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials, the following actions were taken:

1) On November 4, 1992, approved an agreement with Chemeketa Community College to conduct a training course "Crane Operator's Safety Training" in Hood River on November 16 and 17, 1992, at a cost not to exceed $2,582.

2) On November 19, 1992, approved an intergovernmental agreement with Chemeketa Community College to conduct a "Crane Operator's Safety Training" course in Bend on December 7 and 8, 1992, and in Portland on December 15 and 16, 1992, at a cost not to exceed $4,558.

Dated this 23 day of December, 1992

W. J. Quinn
Engineer of Materials

December 17, 1992

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as Manager, Transportation Development Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following actions were taken:

1) On November 25, 1992, signed a personal service contract with The Gallup Organization, Inc., covering the statewide assessment of transportation user demands. This contract is effective December 7, 1992, through June 30, 1993, at a cost not to exceed $50,000. (Chairman Hollern approved September 7, 1992.)

2) On December 9, 1992, signed Supplement No. 1 to a personal service contract with Department of Land Conservation and Development and City of Ashland for a transportation and land use video to be prepared by John Fregonese. This supplement extends the contract completion date to November 30, 1992. (Chairman Hollern approved April 29, 1992.)

Dated this 21st day of December, 1992

Paul Meyerhoff

Paul Meyerhoff
Manager, Transportation Development

December 17, 1992

731-0314A (10-90)

Oregon Department of Transportation

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1. On July 1, 1992, approved Intergovernmental Agreement with University of Florida, Institute of Police Technology and Management to provide instruction on traffic services management for up to 40 Oregon police officers. This Agreement began on July 1, 1992 and terminated August 15, 1992 at a cost not to exceed $5,900. Approval was given by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorizing the Traffic Safety Division Manager to act in its behalf in approving and executing this agreement.
   Traffic Safety Contract Number: DE922002247

2. On July 16, 1992, approved a Personal Service Contract with Richard Verbeck to provide for an agency spokesperson to inform, educate, and train police agencies throughout the State of Oregon in safety belt enforcement, policies, procedures and education, and to encourage aggressive enforcement of Oregon's traffic laws. This contract began on July 22, 1992 and terminated October 31, 1992 at a cost not to exceed $12,764. The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman to act in its behalf in approving this contract. Approval was given for this contract on July 15, 1992 by Chairman Hollern, which approval is on file in the Commission records. The delegation order also authorizes the Traffic Safety Manager to execute the agreement on behalf of the Commission.
   Traffic Safety Contract Number: IG00910403248

3. On August 21, 1992, approved a Personal Service Contract with Public Knowledge, Inc., to design and conduct a study of four county's diversion operations with a focus on court procedures. This contract began on August 24, 1992 and terminates December 11, 1992. The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman to act in its behalf in approving this contract. Approval was given for this contract on August 13, 1992 by Chairman Hollern, which approval is on file in the Commission records. The delegation order also authorizes the Traffic Safety Manager to execute the agreement on behalf of the Commission.
   Traffic Safety Contract Number: J6921182249

4. On May 21, 1992, approved a Personal Service Contract with R. Edward Kerns, to make 14 presentations at 7 or more schools on alcohol, drugs, driving and safety belt use to young people in grades K-12. This contract began on May 25, 1992 and terminates on June 30, 1992. Approval was given by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorizing the Traffic Safety Manager to act in its behalf in approving and executing this agreement.
   Traffic Safety Contract Number: DE922002250

5. On September 1, 1992, approved a Personal Service Contract with Jeanelle Hupy, to provide one copy of a report that will include a survey of states and limited summary of their programs that employ aggressive methods of dealing with unsafe drivers, like DUII and DWS offenders. This contract began on September 2, 1992 and terminated on September 30, 1992. Approval was given by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorizing the Traffic Safety Manager to act in its behalf in approving and executing this agreement.
Traffic Safety Contract Number: J6921182251

6. On November 5, 1992, approved a Personal Service Contract with Richard Verbeck, to provide for a law enforcement spokesperson to serve as liaison for Traffic Safety related law enforcement activities. The Spokesperson will inform, educate and train police agencies throughout the State of Oregon in safety belt, DUII and speed enforcement, policies, procedures, and on resource management of traffic safety enforcement. This contract began on November 12, 1992 and terminates on September 30, 1993. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: PT933003252

7. On October 30, 1992, approved a Personal Service Contract with Vantage Consulting and Research Corporation to identify needs and provide technical assistance and training needed to build and maintain local traffic safety commissions and other groups actively involved in traffic safety. This contract began on November 3, 1992 and terminates on September 30, 1993. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: CP932002253

8. On December 8, 1992, approved a Personal Service Contract with the University of Portland to provide seven one-day training sessions on safety features for local roads and streets for city, county, and state employees by June 30, 1993 in various locations throughout Oregon. This contract began on December 10, 1992 and terminates on September 30, 1993. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was given approval by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: FHD937002254

9. On September 30, 1992, approved a Personal Service Contract with Gard, Strang, Edwards, Aldridge & Skene Inc., to produce a comprehensive traffic safety public information program by September 30, 1993. This contract began on November 1, 1992 and terminates on September 30, 1993. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was given approval by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: AL931001255

10. On November 5, 1992, approved a Personal Service Contract with Intercept Research Corporation to conduct two sets of 100 mall intercepts and report analysis, conduct a statewide telephone survey to track public attitudes and knowledge regarding traffic safety issues and report analysis, conduct two observational studies to determine current usage patterns regarding occupant protection devices, and provide an Annual Report designed to evaluate the Traffic Safety Communications Program. This contract began on November 9, 1992 and terminates on September 30, 1993. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was given approval by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: AI931001256

11. On October 23, 1992, approved a Personal Service Contract with Gard, Strang, Edwards, Aldridge, & Skene Inc. to produce script outline for Traffic Safety Public Information Program presentation to be produced by Oregon Department of Transportation, Public Affairs Section, using television and radio PSA tapes. Advise on production and presentation of program. This contract began on October 30, 1992 and terminates on December 31, 1992. Approval was given by a duly adopted delegation order, OTC number 36 (September 17, 1991) authorizing the Traffic Safety Manager to act in its behalf in approving and executing this agreement.
Traffic Safety Contract Number: AL931001257

12. On December 16, 1992, approved an Interagency Agreement with Oregon State University to provide necessary management, daily operation, and staff, to oversee and operate the education portion of the TEAM OREGON Motorcycle Safety Program and provide necessary registration, management, supervision, classroom, range, equipment and instructors, and travel funds to conduct the Mobile Program 1993 scheduled. This Interagency Agreement begins on January 1, 1993 and terminates on December 31, 1993. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was given approval by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: MC938003258

Dated this 23rd day of December, 1992.

Traffic Safety Section, Manager

cc: Don Forbes, Director
Bill Anhorn, Deputy Director

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	1-20-93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

December 15,1992

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On Dec 15, 1992 $10,940,721.36 was distributed to the counties as their share of motor vehicle revenues for the month of November, 1992.

On Dec 15, 1992 $6,945,496.22 was distributed to the cities for the month of November, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of December, 1992.

Douglass R. Goldbach, Controller
Oregon Department of Transportation

731-0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION
FORMAL MEETING

FEBRUARY 17, 1993

SALEM, OREGON

On February 17, 1993, the Oregon Transportation Commission held its regular monthly meeting in Room 122 of the Transportation Building in Salem at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
William Anhorn, Deputy Director and State Highway Engineer
Judy Gregory, Manager, Human Resource and Organization Development
Arlene Post, Manager, Community and Governmental Relations
Paul Meyerhoff, Manager, Transportation Development
Fran Neavoll, Community and Governmental Relations

Vice Chairman Whitty called the meeting to order and stated that Chairman Hollern would be arriving shortly.

Commissioner Ford moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the January 20, 1993, Commission meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2856 in Commission's files, Salem.)

(Continued on next page.)

3) Agreements with the National Academy of Sciences and the Federal Highway Administration to support the National Cooperative Highway Research Program. Oregon's share for Fiscal Year 1993 is $219,157. (Authorized State Highway Engineer to sign necessary agreements.)

4) Survey map and adopted resolution for the Flagstaff Hill Section of the Baker-Copperfield Highway in Baker County. (Highway Corridor and Design Resolution No. 505 in Commission's files, Salem.)

5) Adopted resolution abandoning a portion of the Crown Point Highway between NE 244th Avenue and the west end of the Sandy River Bridge in Troutdale, Multnomah County. (Abandonment Resolution No. 653 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Manager, Human Resource & Organization Development Branch	Exhibit C
State Highway Engineer	Exhibit D
Program Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Manager	Exhibit H
Region 2 Manager	Exhibit I
Region 3 Manager	Exhibit J
Manager, Support Services	Exhibit K
Manager, Information Systems Branch	Exhibit L
Manager, Transportation Development Branch	Exhibit M
Interim Manager, Aeronautics Section	Exhibit N
Manager, Traffic Safety Section	Exhibit O
Assistant Attorney General	Exhibit P
Highway Controller	Exhibit Q

The Commission confirmed their next meeting dates in Florence as follows:

Tuesday, March 16, 1993:
Briefing on Oregon Coast Highway Corridor Plan and Tour, 2 p.m. Dinner, 7 p.m., at Driftwood Shores Surfside Restaurant.

(Continued on next page.)

Wednesday, March 17, 1993:
Formal meeting, 8:30 a.m. at Driftwood Shores Surfside, Pacific Room.

The Commission tentatively set Thursday, April 22, 1993, in Salem for their following meeting as follows:

1:30 p.m. Formal meeting with Bicycle Advisory Committee in Large Conference Room, Salem.

7:00 p.m. Dinner meeting with Department of Environmental Quality and Land Conservation and Development Commission. Location to be announced.

In the absence of Don Forbes, who was at the Legislature, Mr. Anhorn gave a legislative update. He said the Joint Ways and Means Committee is beginning to consider the Department's budget request. He mentioned the 18 bills concerning funding the Transportation Plan were introduced in the House, with the majority being referred to the House Revenue Committee. All the bills have had several hearings, except the ethanol bill. He told the Commission that the reorganization bill has had its first hearing with the following concerns:

1) Giving authority to the Director from the various Division heads;

2) Changing from the familiar Divisional structure to the new alignment;

3) Further assurance that ODOT intends to perform the structure functions outlined for each of the Divisions;

4) Assurance that policy decisions have a high priority for the agency.

Doug Tindall requested approval to conduct an Information Systems Strategic Plan for the Department. He explained that the Driver and Motor Vehicle Services conducted a similar plan as part of the State of Oregon Licensing and Customer Environment Project. He said this project is demonstrating the benefit of having such a plan and the rest of the Department should be included with DMV's planning level. He mentioned the ISSP provides data, application and technology architectures to ensure that the information resources projects align with ODOT's business. The architectures also serve as the foundation to ensure that applications are built and the technology apply so that data is collected and maintained only once, and that information produced from the data is available to whoever needs it. He said this project is of a type and scope that the Department's internal resources cannot accomplish it. The cost for the project will not exceed $500,000. Commissioner Brody moved for approval and the motion carried unanimously. The Commission authorized the Director to select the contractor, award and sign the necessary contract documents.

Chairman Hollern joined the meeting at 8:50 a.m.

Judy Gregory requested authorization to enter into a personal services contract for the evaluation and design of the Department's employee development function. The cost of the contract will be $75,000 with an additional $25,000 for extension of the contract, if necessary, to complete the work plan. Commissioner Ford moved for approval and the motion carried unanimously. The Commission authorized the Human Resource and Organization Development Branch Manager to the select the contractor, award and sign the contract.

Judy Gregory told the Commission there are ten African-American graduating engineers from Howard University in Washington, D. C., that have shown an interest in employment with the Department. She said this was the Department's first attempt to recruit engineers.

Bea Brooks, Manager of the Civil Rights Section, reviewed with the Commission the Department's Third Annual Civil Rights Program. She handed the Commission a written internal and external report from January 1992 to December 1992, that detailed its mission, accomplishments, action items for 1993, and problem areas. (Copy in Commission's files, Salem.) Her report consisting of the following programs is summarized as follows:

Affirmative Action Equal Employment Opportunity Programs.

a) The amount of the complaints have been reduced in the agency by acting early to negotiate and resolve issues with the employees who feel they have been discriminated against or have a grievance.

b) Ensures that the Department is in compliance with the American Disabilities Act.

c) The graduate engineer program continues to be successful in terms of affirmative action.

d) The report also showed the number of employees employed as full-time, women, minorities, and disabled.

EEO Contract Compliance and On-The-Job Training Programs.

a) 15 compliance reviews were conducted and three contractors were found in non-compliance.

(Continued on next page.)

b) The Department exceeded its goal of placing 95 minorities and/or women in on-the-job training positions on Federally-funded highway construction projects.

There was discussion concerning the contract providing minority recruitment services to contractors working on Federal-aid and State highway construction projects in the Portland metropolitan area and the contract for on-the-job training supportive services.

Emerging Small Business Program.

a) Minority participation has been higher in this program than the DBE program.

b) Overall the program is working well.

Disadvantaged Business Enterprise Program.

a) Department has met the goals assigned to the contract with 41 percent of the work awarded to white female American businesses. (Discussed chart showing the aggregate dollar amounts and number of all subcontracts executed by DBE subcontractors.)

b) Four Black American Businesses have participated as DBE subcontractors in highway construction during this reporting period. The Department is trying to implement actions that will help to influence and change this trend.

In the absence of Paul Meyerhoff who was at the Legislature, Joni Reid requested approval to utilize $30,000 of the 1993 Highway Safety Plan for selection of a child safety seat specialist. She said the goal of this work is to increase the correct use of child safety seats. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously. The Commission authorized the Traffic Safety Manager to select the contractor, award, and sign the necessary contract.

Bob Royer reported on the results of the meetings held in each of the Regions on the proposed National Highway System. He told the Commission that Oregon is required to submit its recommended portion of the system by April 30, 1993, and the Federal Highway Administration will submit their recommendation to Congress by December 18, 1993. He mentioned Congress must approve a National Highway System by September 30, 1995, or funding for that system will terminate.

Mr. Royer recalled that in September Oregon's Illustrative System, which was a map indicating the sections of the highway system that depleted Oregon's allocated mileage, was mailed to local governments for their comments. He mentioned that from the comments received and from discussions with the Commission, the Preferred System outlined in the Oregon Transportation Plan was recommended as Oregon's National Highway System. He said when the routes on the Preferred System were prioritized, the rural allocation exceeded the allotted mileage by about 400 miles. He stated the recommendation will be to include those routes and it is hopeful that the additional mileage can be obtained. He mentioned that in January public meetings were held in the following cities on the recommended system and the comments are summarized below:

In Klamath Falls, a suggestion was made to add ORE140 from Klamath Falls to Lakeview. He said this was already on the Preferred System. A suggestion was made to add ORE140 from Lakeview to Nevada. The staff's recommendation is not to include as that route is not on the Preferred System.

In La Grande, ORE86 from Baker City to Hells Canyon and ORE7 from US26 to Baker City were recommended for inclusion. Since these routes are not on the Preferred System, the staff's recommendation will be not to include.

In Roseburg, the recommendation was made to include US199 from Grants Pass to the California State Line. He said that route is on the Preferred System and will be included. The recommendation was made to extend ORE140 past I-5 to Oregon 99 in the Medford area. Since that would create a short stub, the recommendation is not to include in the system. He mentioned the Region has indicated the concerns can be satisfied in another way.

Portland has not developed its proposal. He said he did not see any problems with the proposal to be submitted by J-PACT and T-PACT.

In Salem, there were no suggested changes.

Mr. Royer said from the meetings he would conclude that there is general agreement the Preferred System contains the most important routes in the State. He mentioned if the additional 400 miles are not obtained, the reduction would begin at the bottom of the list as shown on Table 2. (Table 2 in Commission's files, Salem.) He said it is anticipated that a recommendation will be presented to the Commission at the March meeting for Oregon's National Highway System. He mentioned it would be helpful if the Commission would express support to the Federal Highway Administration for the additional mileage.

Ed Lee requested authority to expend $9.512 million in State Highway Funds to begin work on transportation corridor plans on statewide level of importance facilities and urban arterials. He requested the

Commission's approval of personal service contracts with cities, counties and consulting firms for this corridor planning. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously. The Commission authorized the Manager of Transportation Development Branch to sign the necessary contract documents covering the following projects:

Fiscal Year 1993 and 93-95 Biennium Corridor Planning Budget
(Estimates - $1000s)

SUMMARY	Budget Through July 1995
Region 1	3,310.37
Region 2	1,790.45
Region 3	2,685.00
Region 4	842.00
Region 5	883.66
TOTAL	9,511.48

REGION BREAKDOWN	Budget Through July 1995
Region 1	
General Planning	153.60
Scappoose	58.93
Rainier	36.12
Clatskanie	36.12
Sandy	56.00
Powell Blvd	179.20
NE Portland Hwy (St Johns to I-5)	201.60
NE Portland Hwy (I-5 to I-205)	201.60
Sandy Blvd (Grand to I-205)	179.20
Sandy Blvd (I-205 to I-84)	179.20
TV Hwy	201.60
Macadam Ave	201.60
McLoughlin Blvd	201.60
Union and Grand Aves.	201.60
Interstate Ave	201.60
Barbur Blvd	201.60
Tigard	201.60
Hall/Boones Fy	179.20
82nd Ave	201.60
Ore. City Bypass to Spangler	179.20
Sunset & 217 Interchanges	57.60
TOTAL	3,310.37

(Continued on next page.)

Fiscal Year 1993 and 93-95 Biennium Corridor Planning Budget
(Estimates - $1000s)

	Budget Through July 1995
Region 2	
General Planning	153.60
US 101/US 26 Interchange	6.40
E. McMinnville Interchange	6.40
OR 99W/OR 18 Interchange	6.40
McMinnville	6.40
Willamina/Salem Interchange	6.40
US 101/OR 18 Interchange	6.40
Mill City to Gates	62.25
Independence Jct. to Salem UGB	143.00
Grande Ronde to Fort Hill	6.50
Salem MPO	1,151.00
Jefferson Hwy Conn (N)	6.40
Brooks Interchange	6.40
Woodburn Interchange	6.40
Fargo Road Interchange	6.40
US 101 to ECL Newport	72.25
Philomath	99.45
99W Interchange	6.40
99E Interchange	6.40
Halsey/Sweet Home Interchange	6.40
Santiam Hwy/N. Albany Interchange	6.40
Murder Creek Interchange	6.40
Jefferson Hwy Conn (S)	6.40
TOTAL	1,790.45
Region 3	
General Planning	410.00
Oakridge	50.00
Florence	125.00
Reedsport	100.00
Roseburg/Winston/Green	300.00
Grants Pass	225.00
Eugene/Springfield MPO	500.00
Medford MPO	500.00
Coos Bay/North Bend	250.00
Ashland	75.00
Sutherlin	75.00
Cottage Grove	75.00
TOTAL	2,685.00

	Budget Through July 1995
Region 4	
General Planning	273.00
Sisters to Tumalo	70.00
Prineville	25.00
Madras	120.00
Redmond	25.00
Bend	150.00
Klamath Falls	179.00
TOTAL	842.00
Region 5	
General Planning	153.60
Columbia R. Hwy Interchange (I-82)	6.40
Power Line Rd. Interchange	6.40
Westland-Ord. Rd. Interchange	6.40
Boardman Interchange	6.40
Port of Morrow Interchange	6.40
Patterson Fy. Rd. Interchange	6.40
Ordnance Interchange	6.40
Westland Rd. Interchange	6.40
Stanfield Jct. Interchange	6.40
Barnhart Interchange	6.40
Mission Jct. Interchange	6.40
LaGrande	115.00
Island City	140.00
Glover Interchange	6.40
Wallowa Lk Interchange	6.40
S. LaGrande Interchange	7.07
N. Powder Interchange	6.40
Richland Interchange	7.07
Campbell St. Interchange	7.07
Durkee Interchange	6.40
Vale	72.25
Ontario	240.00
Benson Interchange	6.40
Stanton Blvd. Interchange	6.40
N. Ontario Interchange	16.40
Idaho Blvd. Interchange	16.40
TOTAL	883.66

The item covering the expenditure of $1,431,100 in State Highway funds for Region 3 reconnaissance studies was pulled from the agenda.

Bill Anhorn requested the Commission's approval for two consultant flexible service contracts in Region 3 to provide materials testing in the amount of $500,000 a year and survey and design in the amount of $100,000 a year, with an option to renew each contract for a second year. He said these contracts would provide the necessary material testing and survey and design services for the 1993 construction season. Commissioner Brody moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to select the contractors, award and sign contracts.

Don Wagner updated the Commission on plans to relocate the Region 3 office building in Roseburg. He recalled that in 1988 the Commission approved a new Region Office building. He said at that time it was planned to build on Diamond Lake Boulevard, where a small office is located. He commented that $2 million was allocated in the 1989-91 budget. He said it was planned to purchase about 9,000 square feet and construct an additional 22,000 square feet of office building on that site. He told the Commission that a consultant was hired to do an architectural study. The study revealed that the 32,000 square feet would be sufficient for now but not in the future and it would cost around $2.5 to $2.9 million. He said the project was put on hold. In November of last year, a new building totaling 37,000 square feet was placed on the market. The cost of the property was within the budgeted $2 million. He said it is located at the Roseburg Regional Airport; it has excellent access to the freeway, and there is enough room for all of ODOT's functions (Highway, Motor Vehicles, and Weighmasters). He informed the Commission that an option was placed on the property. It is planned to take possession of the building around August of this year. Motor Vehicles would join the facility in 1995, after their lease expires at their current location. The building and property on Diamond Lake Boulevard will be sold.

Chairman Hollern recessed the meeting at 9:45 a.m. and reconvened the meeting at 9:55 a.m.

Cam Gilmour presented to the Commission a recommendation on allocating the remaining enhancement funds from the Intermodal Surface Transportation Efficiency Act. He also discussed the following issues that remained after the January 20 Commission meeting: 1) Match requirements; 2) Rural versus urban allocation; 3) Ranking criteria; and 4) statewide significance. (See written documentation in Commission's files, Salem.) He mentioned that one of the applicants filed a preliminary injunction motion with the Marion County Circuit Court in an attempt to prevent funding of the projects. A hearing will be held before the Court on Friday. He said the State's Attorney has indicated that the Commission's actions of last month or today would have no bearing on the court proceedings. Chairman Hollern mentioned that no funds will be distributed until after the Judge has made the ruling. Chairman Hollern said the Commission can proceed today with allocating the remaining funds, subject to the court ruling.

Mr. Gilmour said since the statewide significance was not directly called-out in the application handbook, it is recommended that the Region ranking be used to allocate the remaining enhancement funds. He presented the following three options for the Commission's consideration:

a) Divide the funding equally.
b) Use the original Region distribution percentages.
c) Combine Options 1 and 2

Mr. Gilmour recommended Option 3 since it funds the maximum number of projects in Regions 1 through 4 and funds the second most number of projects in Region 5.

The Commission considered the following options:

Enhancement Alternates

Projects Added to Base Program With Addition $3 Million

	Option 1 (@ $800,000)	Cost 1000	Option 2 (TIP Formula)	Cost 1000	Option 3 50/50	Cost 1000
Region 1						
	Tanner Cr. - Eagle Cr.	707	Tanner Cr. - Eagle Cr.	707	Tanner Cr. - Eagle Cr.	707
	Region 1, total	707	Region 1, total	707	Region 1, total	707
Region 2						
	S. Commercial St. (Salem)	260	S. Commercial St. (Salem)	260	S. Commercial St. (Salem)	260
	Hazel Green Rd. (Salem)	298	Hazel Green Rd. (Salem)	298	Hazel Green Rd. (Salem)	298
			Bellfountain Rd. (Corvallis)	188	Bellfountain Rd. (Corvallis)	188
	Region 2, total	558	Region 2, total	746	Region 2, total	746
Region 3						
	18th Ave. (Eugene)	490	18th Ave. (Eugene)	490	18th Ave. (Eugene)	490
	Region 3, total	490	Region 3, total	490	Region 3, total	490
Region 4						
	Lockspur Trail Bikeway (Bend)	140	Lockspur Trail Bikeway (Bend)	140	Lockspur Trail Bikeway (Bend)	140
	City of Bend Sidewalk	316	City of Bend Sidewalk	316	City of Bend Sidewalk	316
	Region 4, total	456	Region 4, total	456	Region 4, total	456
Region 5						
	Diagonal Rd. Bikeway (Hermiston	54	Diagonal Rd. Bikeway (Hermiston	54	Diagonal Rd. Bikeway (Hermiston	54
	Umatilla R. Parkway	140	Umatilla R. Parkway	140	Umatilla R. Parkway	140
	Diamond Loop	67	Diamond Loop	67	Diamond Loop	67
	Paiute Reservation Bikeway	92			Paiute Reservation Bikeway	92
	Sumpter Valley R.R. ROW	35			Sumpter Valley R.R. ROW	35
	Sumpter V. Gold Dredge	60				
	Region 5, total	448	Region 5, total	261	Region 5, total	388
	Total	2659 *	Total	2660 *	Total	2787 *

* Totals do not add to $3 million because the cost of the next project funded in a given region would result in allocations exceeding $3 million.

Mr. Gilmour said a letter of support was received from the Metropolitan Service District with a preference for Option 1. The letter also indicated support for the discretionary process.

Vice Chairman Whitty moved for adopting Option 3, plus adding the Sumpter Valley Gold Dredge Project (from Option 1).

Chairman Hollern said in the event of a funding shortage or a new process of allocating enhancement funds, it would be the Commission's intent (not a legally binding commitment but a presumption) that those projects not funded in the base program approved last month and with the remaining funds approved today would go to the top of the priority list in 1995.

Vice Chairman Whitty's motion for adopting Option 3, plus the Sumpter Valley Gold Dredge Project, with the Chairman's comments on the funding intent, carried unanimously by the Commission. (Option 3 shown on previous pages.) The Commission authorized the State Highway Engineer to sign agreements covering the projects approved for funding.

Nancy Russell, Friends of the Columbia Gorge, was present regarding the enhancement funds. Chairman Hollern commented at the last meeting it was agreed that testimony would not be heard on enhancement fund applicants prior to their decision. He asked if Nancy Russell wished to make a statement or she could wait until the Commission has their July meeting in Hood River.

Nancy Russell reminded the Commission of the importance of the Scenic Byways Program in providing the basic funding in order to be eligible for Federal Funding.

Lewis McArthur thanked the Commission for allocating the funding for the Historic Highway. He said when the Commission meets in July a long-range program on the Historic Highway should be considered.

Chairman Hollern adjourned the formal meeting at 10:15 a.m. and called an Executive Session in the Director's Office pursuant to ORS 192.640(2).

An Executive Session was held in Room 135 Transportation Building. (Notice of the Executive Session had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Donald Forbes, Director of Transportation
Fran Neavoll, Community and Governmental Relations

The Executive Session was held pursuant to ORS 192.660(1i). The Executive Session concluded at 11 a.m.

A work session was held at 11 a.m. in Room 122 Transportation Building, Salem, with the Transportation Commission on public transit programs and issues. (Notice of the work session had been made by press release to newspapers of local and general circulation throughout the State.) There were approximately 38 persons present, which included the following persons:

Michael P. Hollern, Chairman, Transportation Commission
John Whitty, Vice Chairman, Transportation Commission
Cynthia J. Ford, Member, Oregon Transportation Commission
Susan Brody, Member, Oregon Transportation Commission
Donald Forbes, Director of Transportation
Paul Meyerhoff, Manager, Transportation Development
Joni Reid, Manager, Public Transit Section
Fran Neavoll, Community and Governmental Relations

Present were members of Tri-Met, Lane, Salem, and Eugene Transit Districts, local officials, transit districts and constituents.

Joni Reid began the work session by saying the purpose was to have a dialogue with the Transportation Commission about transit issues. She handed out an agenda with the following discussion items:

1) The role of transit and traffic demand management in implementing the Oregon Transportation Plan, Transportation Planning Rule, Oregon Benchmarks and the ADA.

2) Changes to achieve balance between road and transit/traffic demand management efforts.

3) Working relationship between the Commission, ODOT Management, and the transit/traffic demand management constituency.

(Written agenda in Commission's files, Salem.)

Chairman Hollern said this was a long-overdue session and there is a need to communicate more in the future. He thanked everyone for attending.

Dave Siegel, City of Salem, spoke "where we need to be" as it relates to the role of transit in implementing the Oregon Transportation Plan, Transportation Planning Rule, Oregon Benchmarks, and the American Disabilities Act. He said there is the need to set targets, develop programs, and close the gap between the needs and capabilities. He felt the Department should take a leadership role in setting objectives and identifying actions necessary to achieve the adopted vision. He said that a partnership needs to be formed between ODOT, local communities, and transit providers to identify the programs that must be developed to

achieve the targets. He commented that commitments must be made by the State, local governments, and transit providers to ensure the programs and the targets are carried out. He mentioned that this commitment will close the gap between the present and the future. He closed by saying this will require adequate financing mechanisms and funding assistance to achieve the goals.

Mike Borwick, General Manager, Rogue Valley Transportation District and member of the Medford City Council, told how they have reduced fixed bus routes in order to meet expenses. He showed slides pertaining to their property tax base. He said funding is needed for transportation demand management programs. He felt that funding was needed for transit operations and for special needs transportation in order to implement the ADA. He closed by saying there needs to be solid, sufficient funding in order to move forward. He felt it was important that the funding stand alone and not be added on to someone else's tax structure.

Bill Wagner, Director of the Cascades West Council of Governments, spoke about their need for transportation, other than highways, in Linn, Benton, and Lincoln Counties. He said his Region consists of disperse communities that create different demands for the highway system. He stated there is a need to depend on the highway system as the base for their transportation network. He stated this means putting more people per vehicle on the roads, especially during times of peak demand. He showed some statistics that illustrated the number of people working inside and outside the city. (See handouts in Commission's files, Salem.) He commented the Willamette Valley is a bedroom community and that issue needs to be addressed by other than single occupancy vehicles. He discussed the van systems, car pools, senior population, and special transportation needs. He was concerned that without additional funding Corvallis may lose or have to reduce their transit system. He said the question is: Are we going to spend money on roads or are we going to spend money on other facilities?

Greg Cook, General Manager of Salem Transit District, spoke concerning maintaining current capabilities. He told how Salem's bus ridership has increased at eight percent per year. He said that the Lane Transit District and Tri-Met have also increased their ridership; however, some of the smaller cities have had to reduce or eliminate their transit system. He told about installing bicycle racks on the buses and about the proposed purchase of the Salem Rail Station. He said the rail corridor is a tremendous asset for the Valley but without a supporting bus service, the rail system will not succeed. He closed by saying there is a need for stable funding.

Christine Ervin, Director of the Department of Energy, explained why her Department is interested in the success of the implementation of the Oregon Transportation Plan. She also indicated the Agency's support for alternative transportation measures. She said her Agency wants to reduce dependency on the automobile as well as through encouraging an alternative land use system that supports more diverse uses and through

increasing the use of other transportation alternatives. She mentioned a strong emphasis on pricing strategies. She said she was pleased with the partnership that has developed and they would support the Department's Plan.

Dan Wright, Operations Manager of Nike, spoke concerning their BRS carpool program (bike, run/walk, skate). He said they wanted to encompass every aspect of transportation demand management. He commented any employee who bikes, walks, skates, or uses any form of muscle power qualifies for the program and a variety of incentives are offered. He said their business provides a car pool program match list, reserve parking up close and discount coupons. He stated they attribute their success to the information received from the Departments of Transportation and Energy. He suggested these programs be expanded and marketed so that other corporations know that this help is available.

Bob De Long, City Manager of Astoria, told of their efforts to keep the bus system operative. He said due to Ballot Measure 5 their bus service has been reduced. He was not sure how long the bus would be operative because of the various reductions in the City's budget. He wasn't sure what alternatives were available or if the Commission could help.

Sherry Schaer, Baker County HELP, Inc., a three-county transportation agency, requested fair and equitable transportation in all areas of the State. She emphasized the importance of meeting the needs of low income, seniors and disabled with minimal funding, equipment, and employees. She mentioned for rural Oregon, transit is essential in supporting local communities as it allows people to remain in their homes. She said in much of Oregon small transit systems are the only alternative to driving their own car or depending on a neighbor. She closed by saying services are unable to be provided in less populated areas of the County and for inter-city transportation, which is needed for medical appointments in larger cities. She said the demands are high and the needs are increasing.

Phyllis Loobey, General Manager of Lane Transit District, supported creation of a permanent fund source for alternate mode capital/operation costs. She encouraged the Commission to make clear their commitment to transit through continued dialogue with the transit districts and constituents and working together to educate the public and conduct an information campaign at the local level. She felt this was very important in order to achieve the Department's goals for alternative transportation and to secure additional funding.

Pete Mulder, Douglas County Special Transportation, told about the transit systems in Roseburg and Reedsport. He felt the Oregon Transportation Plan was for "our children". He urged the Commission to rethink the existing funding sources for the 40-year Plan as new funding may not be available.

Dick Feeney, Tri-Met, told of the challenge of achieving the balance between roads and transit. He said there needs to be consideration of mobility over modality. He mentioned how the ground rules for transportation have been changing due largely from outside the transportation community, such as energy officials on conserving fuel, land use issues, environmental quality, environmental protection, and Congress. He also mentioned the flexibility in funding projects. He felt the transit systems need to be bold in saying "this is what we are capable of doing if we are equipped financially and professionally".

G. B. Arrington, Tri-Met, presented the Commission with their Strategic Plan, which will be adopted within a few months. (Copy in Commission's files, Salem.) He discussed the need for an aggressive transit expansion, shift in land use, new types of service, and fiscal stability. He asked the Commission to consider capital and operating needs, service expansion needs, and major corridor expansion.

Michael Hoglund, METRO, spoke on behalf of the Transportation Policy Alternatives Committee, Transportation Demand Management Subcommittee. He offered their support for the proposed Transportation Demand Management Program for 1993-99. He said their support for a gradual and incremental approach is a result of the recognition that substantially more effort needs to be done in areas of public involvement, planning, and project development prior to determining actual transportation demand management needs. He commented that to address the transportation demand management policy standard identified in the Regional Transportation Plan, the Portland area initiated the following actions:

1) Establishment of a Subcommittee to review and develop a coordinated regional transportation demand management program and to investigate and review transportation demand management opportunities.

2) Initiate in the Spring of 1993 a $200,000 transportation demand management study for the Region.

3) Recommended funding for $7 million of transportation demand management related projects using the Region's share of Congestion Mitigation/Air Quality Funds.

4) Investigation of pursuit of congestion pricing opportunities through ISTEA.

5) Continued support for Tri-Met's Rideshare Program.

(Written letter in Commission's files, Salem.)

Ernest Palmer, Basin Transit, Klamath Falls, supported and endorsed the comments made today. He said it would be helpful to the smaller communities if the State could provide technical assistance and support whenever needed. He explained when the smaller cities are asked

to provide a Transit Plan, it would be helpful to have expertise from the Department they could call for assistance.

Bob Clark, Florence Area Council of Transportation, suggested dropping the name "mass transit". He said when people hear the word "mass" they think of Portland.

Chairman Hollern said he sees the Transportation Plan as a radical shift as to where the emphasis is going. He stated the Commission is interested in implementing the Plan and that it is just not another document. He said from several of the comments made today there are some communication problems, but the common objectives are lined up. He felt that it was vital to continue the discussion with the transit industry as it was important to work together.

Commissioner Brody said she would like to have future meetings to identify common strategies and to discuss specifically what can be done to bring together the vision of the Oregon Transportation Plan.

Chairman Hollern suggested another two-hour session with the transit industry. He felt it was important to develop a strategy on how to include transportation demand management into the next update of the Transportation Plan.

Chairman Hollern adjourned the work session at 12:47 p.m.

The Commission and transit constituents ate their box lunch on an intercity motor coach provided by Prevost Car, Inc. The group toured Salem on the articulated highway coach, which was a five-axle, 102-inch wide, 60-foot high-decker, designed to exceed all North American standards. Bob Krebs said this demonstration bus supports ODOT's program to revitalize intercity passenger services as recommended by the Oregon Transportation Plan and the Oregon Rail Passenger Policy and Plan by providing an opportunity for them to experience "state of the art" equipment. A short video presentation on high speed rail was viewed on board. The tour concluded at 2 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Community and Governmental Relations

Roger L. Breezley, Member

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - NW IRVING - W BURNSIDE ST (PORTLAND) SECTION

County: Multnomah — Highway: NW 5TH, 6TH, IRVING STREETS (CITY)
Type of Work: Grading, Structures, Paving, Signing, Illumination, Signals, & Landscaping — F.A. No. IX-0000(132)

Contract No.: 11257

No. of Bidders: 6

Low: David A. Mowat Company, Kirkland, WA	$7,410,029.00*
2nd: Slayden Construction Inc., Stayton, OR	$7,596,925.00
3rd: Donald M. Drake Company, Portland, OR	$7,905,574.00

Engineer's Recommendation: Award to low DBE responsive bidder subject concurrence of FHWA, the City of Portland, and receipt of deposit from the City.

* Final total bid amount $7,214,284.00. Adjustments were made per City of Portland in accordance with Special Provisions for the Project.

#2 - NW 185TH AVE INTERCHANGE SECTION

County: Washington — Highway: SUNSET (US-26)
Type of Work: Grading, Structures, Paving, Signing, Illumination, Signals, & Landscaping — F.A. No. STP-27-2(43)

Contract No.: 11258

No. of Bidders: 10

Low: Hamilton Construction Co. (Oregon), Springfield, OR	$4,457,751.00
2nd: Wildish Standard Paving Co., Eugene, OR	$4,552,264.50
3rd: F. E. Ward, Inc., Vancouver, WA	$4,581,786.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On December 15, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on December 10, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1 and 2, if the low bidder fails to meet requirements for the disadvantage business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 11TH day of January, 1993.

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On January 13, 1993, approved a personal service contract with Pacific/West Communications Group, Inc., (Ray Phelps) for the following services:

   a) Develop an overall legislative strategy for the Department funding package for the Oregon Transportation Plan and other measures.

   b) Develop legislative and public briefing materials related to legislative initiatives.

   c) Attend legislative hearings and other meetings related to legislation.

   d) Advise on legislative issues and responses.

Contract will begin upon Executive Department approval and expire on July 15, 1993. Cost not to exceed $49,500. (Authorized Manager of Transportation Development Branch to sign the contract.)

Dated this 25 day of January, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Request for authorization to enter into an interagency agreement with Oregon State University for evaluation of open graded "F" mixes for water sensitivity. This research is needed to evaluate the existing water damage to pavements test and to develop improved evaluation procedures and guidelines for water sensitivity testing. The total cost of this project is estimated to be 28,000. Oregon State University staff is to perform approximately $25,000 of the work. The remaining $3,000 of work will be performed by ODOT staff. (Approved by William Anhorn on January 8, 1993. Authorize State Highway Engineer to sign agreement.)

Dated this 18 day of January, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

January 12, 1993

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On December 23, 1992, approved a personal service contract amendment with Tom Drynan to provide Driver and Motor Vehicle Services Branch with investigative services on an as needed basis. The amendment extends the contract from December 31, 1992 to June 30, 1993, and increases the original contact from $45,000 to $67,500. (Authorized Manager of Driver and Motor Vehicle Services Branch to sign amendment.)

Dated this 8 day of JANUARY, 1993

John Whitty, Vice Chairman
Oregon Transportation Commission

January 4, 1993

731-0314 (10-90)

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - CATCHING SLOUGH BRIDGE PROJECT

County: Coos
Type of Work: Grading, Structures, Paving, Signing, and Landscaping

Highway: COOS RIVER
F.A. No. STP-RS-BRS-109(11)

Contract No.: 11265

No. of Bidders: 8
Low: Ross Brothers & Company, Inc., Salem, OR $6,547,243.50
2nd: Kiewit Pacific Co., Vancouver, WA $7,221,288.00
3rd: Hamilton Construction Co.(Oregon), Springfield, OR $7,232,024.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#2 - UMPQUA RIVER (REEDSPORT) BRIDGE PROJECT

County: Douglas
Type of Work: Electrical, Mechanical, and Structural Rehabilitation

Highway: OREGON COAST (US-101) STATE PROJECT-SPECIAL MAINTENANCE

Contract No.: 11266

No. of Bidders: 2
Low: Umpqua River Navigation Co., Reedsport, OR $926,081.00
2nd: G.T.E. Metal Erectors, Inc., Canby, OR $1,453,070.60

Engineer's Recommendation: Award to low responsive bidder.

#3 - UNIVERSITY TRANSIT STATION (EUGENE) PROJECT

County: Lane
Type of Work: Grading, Paving, Signing, Illumination and Building

Highway: KINCAID & 14TH (CITY STS)
F.A. No. M-000S(136)

Contract No.: 11267

No. of Bidders: 8
Low: Morris P. Kielty General Contractor, Inc., Eugene, OR $215,018.00
2nd: 2G, Inc., dba 2G Construction, Eugene, OR $221,828.00
3rd: John Hyland Const., Inc., Eugene OR $221,877.00

Engineer's Recommendation: Reject all bids and readvertise at a later date after modifying project.

B

February 17, 1993

PUBLIC INTEREST FINDING

On December 17, 1992, proposals were opened and read for the University Transit Station on Kincaid and 14th Streets in the City of Eugene in Lane County. Eight bids were received. The low bid for this Federal-Aid project was too far overbudget for Lane County Transit District to proceed with the project. They wish to revise and downscope the plans for the project and readvertise at a later date. Based on the above, the public interest will be best served if all bids are rejected as provided for in the "Oregon Standard Specifications for Highway Construction, 1991" (00130.00). Copies of this Public Interest Finding are being provided to the bidders of record for this project.

#4 - SW 82ND PLACE SECTION

County: Washington — Highway: GOLF CREEK ACCESS ROAD (CO)
Type of Work: Grading, Structures, Paving, Signing, Illumination, Signals, & Landscaping — STATE OPERATIONS PROJECT

No. of Bidders: 14 — Contract No.: 11268

Low: Ross Brothers & Company, Inc., Salem, OR	$824,954.31
2nd: Mocon Corporation, Portland, OR	$855,750.00
3rd: Gelco Construction Co., Salem, OR	$886,332.00

Engineer's Recommendation: Award to low responsive bidder.

#5 - MP 66.9 - JUNCTION OF WAPINITIA HIGHWAY SECTION

County: Wasco — Highway: WARM SPRINGS (US-26)
Type of Work: Grading, Paving, and Signing — F.A. No. STP-44(11)

No. of Bidders: 6 — Contract No.: 11269

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$1,290,288.00
2nd: Roy L. Houck Construction Company, Salem, OR	$1,371,024.00
3rd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$1,445,390.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#6 - KAH-NEE-TA JUNCTION - PELTON DAM ROAD (UNIT 1) SECTION

County: Jefferson — Highway: WARM SPRINGS (US-26)
Type of Work: Grading and Paving — F.A. No. SA-53(13)

PROJECT POSTPONED TO JANUARY 28, 1993

#7 - DESCHUTES RIVER - US 97 SECTION

County: Deschutes
Type of Work: Roadwork, Structure and Signing

Highway: MCKENZIE-BEND (US-20)
ACCESS OREGON PROJECT

No. of Bidders: 6

Contract No.: 11271

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$3,305,862.50
2nd: R. L. Coats, Bend, OR	$3,419,301.00
3rd: Wildish Standard Paving Co., Eugene, OR	$3,695,136.00

Engineer's Recommendation: Award to low responsive bidder.

#8 - RUFUS - ARLINGTON (WEST UNIT) SECTION

County: Gilliam, Sherman
Type of Work: Grading, Structures, and Paving

Highway: COLUMBIA RIVER (I-84)
F.A. No. NH-84-3(16)110

No. of Bidders: 5

Contract No.: 11256

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$7,129,184.00
2nd: Kiewit Pacific Co., Vancouver, WA	$7,188,000.00
3rd: Wildish Standard Paving Co., Eugene, OR	$7,266,768.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#9 - MAYVILLE ROCK PRODUCTION

County: Gilliam
Type of Work: Rock Production

Highway: JOHN DAY (OR-19)
STATE ROCK PRODUCTION

No. of Bidders: 3

Contract No.: 11272

Low: Portable Rock Production Co., Inc., Eugene, OR	$64,605.00
2nd: Fisher Land Co ., dba Oakridge Sand & Gravel, Inc., Oakridge, OR	$69,900.00
3rd: R. J. Taggart Construction, Co., Inc., Salem, OR	$99,850.00

Engineer's Recommendation: Award to low responsive bidder.

#10 - DISTRICT 11 ROCK PRODUCTION

County: Lake — Highway: LAKEVIEW-BURNS (US-395)
Type of Work: Rock Production — STATE ROCK PRODUCTION

No. of Bidders: 4 — Contract No.: 11273

Low: Fisher Land Co., dba Oakridge Sand & Gravel, Inc., Oakridge, OR	$97,250.00
2nd: Seubert Excavators, Inc., Cottonwood, ID	$144,700.00
3rd: Tidewater Contractors Inc., Brookings, OR	$153,350.00

Engineer's Recommendation: Award to low responsive bidder.

#11 - PAULINA ROCK PRODUCTION

County: Crook — Highway: PAULINA
Type of Work: Rock Production — STATE ROCK PRODUCTION

No. of Bidders: 4 — Contract No.: 11274

Low: R. J. Taggart Construction, Co., Inc., Salem, OR	$129,250.00
2nd: Fisher Land Co ., dba Oakridge Sand & Gravel, Inc., Oakridge, OR	$137,400.00
3rd: Portable Rock Production Co., Inc., Eugene, OR	$212,250.00

Engineer's Recommendation: Award to low responsive bidder.

#12 - BAKER ROCK PRODUCTION

County: Baker — Highway: BAKER-COPPERFIELD (OR-86)
Type of Work: Rock Production — STATE ROCK PRODUCTION

No. of Bidders: 3 — Contract No.: 11275

Low: Harney Rock and Paving Company, Hines, OR	$220,740.00
2nd: Hay & Clark Crushing Company, Mc Minnville, OR	$227,900.00
3rd: Seubert Excavators, Inc., Cottonwood, ID	$301,900.00

Engineer's Recommendation: Award to low responsive bidder

On December 29, 1992, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on December 17, 1992, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 5, and 8, if the low bidder fails to meet requirements for the disadvantage business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 8 day of JANUARY, 1993.

John Whitty, Vice Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organization Development, the following actions were taken:

1) On December 10, 1992, approved a personal service contract with Language Unlimited to conduct two "Write to the Point" workshops for Transportation employees. The workshops are to be conducted January 5 and 6, 1993, and May 6 and 7, 1993, at a cost not to exceed $1,300.

2) On December 10, 1992, approved a personal service contract with Stylemetrics Systems Inc., to conduct Stylemetrics workshops for Transportation employees on April 6 and 7, 1993, at a cost not to exceed $1,500. Contract expires June 30, 1993.

3) On December 10, 1992, signed a personal service contract with Axis Performance Advisors, Inc., for a training course entitled "Leading High Performance Teams" aka "Managing an Empowered Work Force". All courses will be conducted between January 4, 1993, and June 30, 1994. The cost will not exceed $48,000. (Vice Chairman Whitty approved on December 23, 1992.)

4) On December 28, 1992, approved an interagency agreement with Chemeketa Community College for the following courses: (1) "Technical Report Writing" by Marilyn Connor - January 26 & 27, 1993, and May 11 & 12, 1993; (2) "Presentation Skills" by Gary Robinson - February 25 & 26, 1993, and April 1 & 2, 1993; and (3) "Time Management" by Barbara Wasson - February 18, 1993. The cost is not to exceed $6,075.

Dated this 26th day of January, 1993

Judy Gregory

Judy Gregory
Manager, Human Resource and Organization Development

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On September 30, 1992, signed an agreement with City of Oregon City for construction of a bikeway as part of its Clackamas River Bridge to Main Street Section of the Agnes Avenue realignment project. (Transportation Commission approved July 21, 1992, as part of the 1993-98 Transportation Improvement Program.)

2) On December 3, 1992, signed an agreement with University of Oregon, Geology Department, to update and revise digital map files to produce the 1993-94 edition of the highway map. This contract is effective December 3, 1992, through June 30, 1993, at a cost not to exceed $8,000. (State Highway Engineer approved project September 28, 1992.)

3) On December 11, 1992, signed an agreement with Cushing Bros. covering the falsified laboratory report which constituted breach of Contact No. 10,836 to supply riprap as subcontractor to Wildish Standard Paving Co. for the Lower Boones Ferry Rd.-Sagert Rd. Project. Cushing agrees to not bid on or contract for the period of December 23, 1992, through January 22, 1993, as a general contractor or subcontractor.

4) On December 24, 1992, signed Supplement No. 2 to a personal service contract with RZA AGRA, Inc., formerly Rittenhouse-Zeman & Associates, Inc., for hazardous waste site preliminary assessments. This supplemental contract adds $50,000 for a new sum not to exceed $200,000 and extends the completion date to June 30, 1993. (Transportation Commission approved original contract on July 17, 1990, and additional funding on May 21, 1992.)

731-0314A (10-90)

5) On December 24, 1992, signed Supplement No. 2 to a personal service contract with Cascade Pacific Engineering, Inc., formerly Fetrow Engineering, Inc., for hazardous waste site preliminary assessments. This supplemental contract adds $50,000 for a new sum not to exceed $200,000 and extends the completion date to June 30, 1993. (Transportation Commission approved original contract on July 17, 1990, and additional funding on May 21, 1992.)

6) On December 30, 1992, signed Amendment No. 3 to a personal service contract with Century West Engineering for Region 4 material testing. This amendment extends the completion date to December 31, 1993. (Transportation Commission approved original contract on October 17, 1990.)

Dated this day 25TH of January, 1993

William Anhorn
State Highway Engineer

January 25, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Unity Forest Wayside-Ironside Section of the John Day Highway in Baker and Malheur Counties. Bids received October 22, 1992. Contract No. 11,255 awarded on December 22, 1992, to J. C. Compton Contractor, Inc., McMinnville, second low bidder, at $3,333,554.50. Proposal of Steelman-Duff Inc., low bidder, was determined nonresponsive as bid did not meet DBE goal.

2) Work on the Rufus-Arlington (West Unit) Section of the Columbia River Highway in Sherman and Gilliam Counties. Bids received December 17, 1992. Contract No. 11,256 awarded on January 4, 1993, to J. C. Compton Contractor, Inc., McMinnville, at $7,129,184.00.

3) Work on the N.W. Irving Street-West Burnside Street (Portland) Section of N.W. 5th, 6th and Irving Streets in Multnomah County. Bids received December 10, 1992. Contract No. 11,257 awarded on January 4, 1993, to David A. Mowat Company, Kirkland, WA, at $7,214,284.00.

4) Work on the N.W. 185th Avenue Interchange Section of the Sunset Highway in Washington County. Bids received December 10, 1992. Contract No. 11,258 awarded on January 4, 1993, to Hamilton Construction Company (Oregon), Springfield, at $4,457,751.00.

5) Work on the Catching Slough Bridge Section of the Coos River Highway in Coos County. Bids received December 17, 1992. Contract No. 11,265 awarded on January 5, 1993, to Ross Bros. & Company, Inc., Salem, at $6,547,243.50.

6) Work on the M.P. 66.9-Junction Wapinitia Highway Section of the Warm Springs Highway in Wasco County. Bids received December 17, 1992. Contract No. 11,269 awarded on January 4, 1993, to Oregon Asphaltic Paving Company, Portland, at $1,290,288.00.

Dated this 3RD day of FEBRUARY, 1993

William Anhorn

William Anhorn
State Highway Engineer

January 25, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

COM

January 20, 1993

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL GOVT. FUNDS	APPROVAL DATE
FUND EXCHANGE					
Lafayette Avenue City of McMinnville	$ 195,080	$ 183,375			1/15/93
Robb Mill Road Polk County	$ 47,000	$ 44,180			1/15/93

Approved Cam Gilmour

Cam Gilmour, Manager
Program/Project Management Services

Date January 21, 1993

RECEIVED
JAN 21 1993
COMMISSION SERVICES
OREGON DEPARTMENT OF TRANSPORTATION

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731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

1) On December 7, 1992, signed an agreement with Jackson County to construct a new traffic signal and roadway widening on Hamrick Road at the intersection of Hamrick Road and East Pine Street. (Transportation Commission approved July 21, 1992, under the Transportation Improvement Program, page 153.)

2) On December 8, 1992, signed an agreement with Union County to replace Catherine Creek (Gekeler Rd.) Bridge. (Project approved March 18, 1992, as part of the Highway Bridge Replacement and Rehabilitation Program.)

3) On December 8, 1992, signed an agreement with City of Roseburg and Douglas County covering construction of the N. W. Hooker Rd.-N. E. Alameda Avenue Section of the Oakland-Shady Highway. (Transportation Commission approved project July 17, 1990, as part of the Six-Year Highway Improvement Program.)

4) On December 10, 1992, signed an agreement with City of Astoria covering the Klaskanine Avenue (2nd St.-7th St.) Project. (Transportation Commission approved Fund Exchange Program July 21, 1992. Project approved by Joe Speight for Program Section Manager on October 23, 1992.)

5) On December 10, 1992, signed an agreement with City of Corvallis covering the NW Buchanan Avenue, NW Jackson Avenue, NW Polk Avenue, and NW Tyler Avenue Project. (Transportation Commission approved Fund Exchange Program July 21, 1992. Project approved by Program Section Manager October 23, 1992.)

6) On December 16, 1992, signed an agreement between Tri-County Metropolitan Transportation District (Tri-Met) and City of Portland covering the Portland Transit Mall Extension Project. (Transportation Commission approved project July 21, 1992, as part of the 1993-98 Six-Year Transportation Improvement Program.)

731-0314A (10-90)

7) On December 16, 1992, signed an agreement with Clatsop County covering construction of the Lewis and Clark Road (Stanley Acres) Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project December 8, 1992.)

8) On December 22, 1992, approved an agreement with Clackamas County for the purpose of notifying the travelling public of adverse weather and road conditions on eastbound Mt. Hood Highway.

9) On December 23, 1992, signed an agreement with the City of Salem for the reconstruction of the State Street (23rd St. to 25th St.) Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved project November 12, 1992.)

10) On January 7, 1993, signed an agreement with the City of Lebanon for reconstruction of the 12th Street (Burkhart Creek-City Limits) Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved the project on November 9, 1992.)

11) On January 8, 1993, signed an agreement with Union County covering a fund exchange to chip seal 20.8 miles of county road. The roads to be chip sealed are as follows:

Philberg Road	Hwy 82 to Dead End	1.8 mi.
Valley View Road	Hwy 204 to Gordon Creek Road	4.2 mi.
Hunter Road	Woodell Lane to Craig Loop	3.9 mi.
McKenzie Lane	Hunter to Summerville Road	3.5 mi.
Mt. Glenn Road	May Lane to Hunter Road	6.3 mi.
Leffel Road	Fruitdale Lane to Mt. Glenn Road	1.1 mi.

(Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved the project on November 20, 1992.)

12) On January 8, 1993, signed an agreement with Lincoln County covering the South Beaver Creek Bridge Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved the project on November 9, 1992.)

13) Signed the following Special City Allotment Agreements: (Transportation Commission approved October 20, 1992.)

E

DATE SIGNED	CITY	PROJECT
12/08/92	Pilot kock	NW Cedar St.-NW Delwood-NW 5th St.
12/10/92	Estacada	NW 6th Ave.-Wade St.-N. Broadway St.
12/11/92	King City	SW Royalty Pkwy.-116th-SW Queen Elizabeth St.
12/11/92	Haines	4th St.-Front St.-School St.
12/11/92	Condon	East St.-Jew St.- Fall St.
12/22/92	Oakridge	Rock Road (Harris St. to Berry St.).
12/23/92	Cave Junction	W. River St. (Redwood Hwy. to Boundary St.).
12/23/92	Depoe Bay	Williams Ave. & Baird St.
12/23/92	St. Paul	5th St. (Hwy. 219 to city limits).
12/23/92	Warrenton	SW 9th St. (Ridge St. to Juniper St.).
12/23/92	Manzanita	Ocean Ave. (Surf Lane to Poysky).
12/23/92	Gearhart	Pacific Way (Marion Ave. to Neacoxie Creek).
12/24/92	Lostine	S. Elizabeth St. (from Hwy. 82 to end).
01/07/93	Maupin	Water Avenue (Bluff St. to Mill St).
01/08/93	Idanha	Mountain Ave. (Willow St. to end).
01/08/93	Independence	Stryker Road (Hoffman Road to Highway 51).
01/08/93	Phoenix	First Street (RR Tracks to "B" St.).
01/08/93	Lakeside	N. Lake Road (8th St. to 6th St.
01/08/93	Bandon	11th St. (Franklin St. to Jackson St.).
01/08/93	Sodaville	St. Louis, St. Charles, and Pine Sts.
01/08/93	Harrisburg	Burton St. (7th St. to 8th St.)
01/08/93	Shady Cove	Edgewood Park Dr. (Hwy. 62 to Park Dr.).
01/08/93	Talent	2nd St. (Wagner Butte Ave. to Wagner Ave.).
01/08/93	Glendale	Pacific Ave. (Molly St. to First St.)
01/08/93	Dufur	Hogans Alley, Harrison St., Main St., and Akins St.
01/08/93	Rainier	Intersection of "C" St. and Washington Way.

2/17/93

Dated this 26th day of January, 1993

Cam Gilmour

Cam Gilmour, Manager
Program Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On October 26, 1992, rescinded action of April 21, 1992, and approved a parking prohibition on the Oregon Coast Highway (west side) in Lincoln County from M.P. 113.53 to M.P. 113.66 (between N. 28th St. to N. 25th Street). A loading zone will be established by the City between M.P. 113.56 and M.P. 113.58 (front of Dorchester House).

2) On November 16, 1992, approved Speed Zone Order #1024 establishing a 40 MPH speed zone on the Oregon Coast Highway No. 9 (Bandon Area), M.P. 274.84 to M.P. 274.90, in Coos County. Rescinds Speed Zone Order #717 dated February 27, 1976.

3) On November 19, 1992, approved Speed Zone Order #1025 establishing a 45 MPH speed zone on the Pacific Highway East No. 1E from M.P. 24.58 to M.P. 24.83, east city limits of Aurora in Marion County.

4) On November 24, 1992, approved a parking prohibition on Oregon Coast Highway (west side only), City of Yachats, in Lincoln County from M.P. 164.15 to M.P. 164.32.

5) On December 1, 1992, signed an agreement with Clackamas County to modify the intersection of Clackamas-Boring Highway at S.E. 232nd Avenue by constructing a westbound left-turn lane and installing a traffic control signal. (Transportation Commission approved project on July 17, 1990, as part of the Six-Year Highway Improvement Program.)

6) On December 3, 1992, approved STOP sign installation for the southbound right-turn movement onto Oakland-Shady Hwy. at Del Rio Road, Winchester Interchange, Douglas County, M.P. 11.99. An advance warning sign was also installed for southbound traffic on ORE 99 with the legend RIGHT TURN STOP AHEAD.

7) On December 9, 1992, approved a parking prohibition on Nehalem Highway (east side), City of Banks, in Washington County from M.P. 83.26 to M.P. 83.62. (This approval includes an existing no parking prohibition to the north and to the south.)

8) On December 21, 1992, approved a parking prohibition on Pendleton Highway No. 67, (north side), City of Pendleton, in Umatilla County from M.P. 4.57 to M.P. 4.63.

9) On January 7, 1993, established the following speed zones at the south city limits of Astoria on the Nehalem Highway #102 in Clatsop County:

35 MPH from MP 1.04 to MP 1.12, including a 20 MPH when children are present from MP 0.77 to MP 1.07.

45 MPH from MP 1.80 to MP 2.01
45 MPH from MP 2.04 to MP 2.33
45 MPH from MP 2.51 to MP 2.63
45 MPH from MP 2.77 to MP 3.23

Rescinds Speed Zone Order No. 768 dated January 23, 1978. (See Speed Zone Order No. 1026.)

Dated this 27th day of January, 1993

Dwayne Hofstetter, Traffic Engineer

January 25, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

NORTH ROSEBURG INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

6112008	James L. Walker	Offer:	$180,000.00
6112036	Gail M. Fry		2,640.00
6112044	James L. Walker		32,000.00

Dated this 25th day of January, 1993.

For Steve Green, Manager
Right of Way Section

731-0314A (10-90)

February 17, 1993

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and subdelegated to the Maintenance/Construction Engineer (Subdelegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
West Coast Structures,Inc. Contract No. 11133 Acceptance Date: January 11,1993	McCord Creek - Starvation Creek Multnomah and Hood River Counties
J.C. Compton Contractor,Inc. Contract No. 10927 Acceptance Date: January 20,1993	Lava Lake Meadows Rd.-Santiam Summit Linn County
Linnco Electric Co. Contract No. 11108 Acceptance Date: January 20,1993	Madras Signals Jefferson County
James W. Fowler Co. Contract No. 11115 Acceptance Date: January 20,1993	Paterson Ferry Road Interchange Morrow County
Roseburg Paving Co. Contract No. 11171 Acceptance Date: January 20,1993	Ireland Road - Olalla Creek Douglas County
Schoolhouse R Electrical Contract No. 11178 Acceptance Date: January 20,1993	Oregon Coast Hwy.at Hoffeldt Lane Curry County
Wildish Paving Co. Contract No. 11203 Acceptance Date: January 20,1993	Walnut Street -Mill Street (Eugene) West Unit Lane County
Road and Driveway Co. Contract No. 11207 Acceptance Date: January 20,1993	Passmore Road - Bayshore Drive Lincoln County

H

February 17, 1993

JAL Construction, Inc.

Contract No. 11224
Acceptance Date: January 20, 1993

Sisters High School -WCL
Sisters (Bikeway)

Deschutes County

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$9,975,180.09	$143,115,105.02
Anticipated Costs	$9,578,553.12	$151,257,648.35
Percentage Overrun (Underrun)	-4.0%	+5.7%

for Lemuel P. Lamoreaux
Wayne F. Cobine, Manager
Office of Operations
Date 1-22-93

BMW:bmw

DELAUTH

H

February 17, 1993

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 93 [July 1]

REGION	Current FY 7 Months to Date		TOTAL	AVE % by REGION	Prior FY Totals		AVE % by REGION
	-	+			-	+	
1	16	13	29	+ 5.2	24	13	+1.9
2	14	2	16	+12.7	21	4	-3.6
3	13	6	19	-0.6	20	10	+1.1
4	11	3	14	+ 3.4	15	3	-1.2
5	10	5	15	+ 1.2	17	6	+3.8
TOTAL	64	29	93	+ 5.7	96	38	+1.3

- \- Projects underrunning Original Authorization
- \+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On December 16, 1992, approved an agreement with the Department of Forestry covering the ATV Pilot Sign System in Washington and Tillamook Counties. Project period: November 1, 1992, through July 1, 1993. Cost to DOT: $4,000.

2) On December 23, 1992, approved an agreement with Wallowa-Whitman National Forest for snow removal on U. S. Forest Service Road 39 from the end of the County to and including Salt Creek parking area.

3) On December 28, 1992, approved Supplement No. 1 with Allan C. Harwood for Structural Inspectors Training. This supplemental contract extends the completion date to March 31, 1993.

Dated this 26 day of Jawary, 1993

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

January 25, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, now renamed as Region 2 Manager, the following actions were taken:

1) On October 30, 1992, signed an agreement with City of Albany for the construction of Pacific Boulevard-9th Street Couplet. (Transportation Commission approved project July 17, 1990, as part of the Six-Year Highway Improvement Program.)

2) On November 16, 1992, approved a personal service contract with Melissa Berman for two court reporters for a public hearing on the Newton Creek (Philomath) to Neer Street (Corvallis) Project in Benton County. The assignment is to begin on December 8, 1992, and terminate on December 18, 1992. Cost is not to exceed $402.70.

Dated this 27th day of January, 1993

Ken Husby
Region 2 Manager

January 25, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
1	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, now renamed as Region 3 Manager, the following action was taken:

1) On January 13, 1993, approved a personal service contract with H. Charles Pyron to rebuild Region 3's management team. This contract is effective January 15, 1993, to April 25, 1993, at a cost not to exceed $2,800.

Dated this 27 day of January, 1993

Donald R. Wagner

Donald R. Wagner, Region 3 Manager

January 25, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of Support Services, the following action was taken:

1) On December 24, 1992, approved a personal service contract with HAZ CON, Inc. to provide air monitoring services and calorimetric type tests to ensure adequacy of primary contractor's operational procedures. This contract is effective January 4, 1993, to January 22, 1993, at a cost not to exceed $1,145.

Dated this 22 day of January, 1993.

Thomas Luther

Thomas Luther, Manager
Support Services

January 25, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as Manager of Information Systems Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following action was taken:

1) On January 8, 1993, signed a personal service contract with Patrick J. Fallon and Associates, Ltd., for strategic information planning. This contract is effective January 13, 1993, to April 30, 1993, at a cost not exceed $48,000. (Chairman Michael Hollern approved December 14, 1992.)

Dated this 26th day of January, 1993.

Craig Holt

Craig Holt, Manager
Information Systems Branch

January 25, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as Manager, Transportation Development Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following action was taken:

1) On December 15, 1992 signed a personal services contract with International Road Dynamics, Inc. for the Port-of-Entry Advanced Sorting System (PASS) demonstration project. This contract is effective January 4, 1993, to August 1, 1995, at a cost not to exceed $409,178. (Transportation Commission approved July 21, 1992.)

Dated this 25th day of January, 1993

Paul Meyerhoff
Manager, Transportation Development

January 25, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized the Administrator of the Aeronautics Division, now reorganized as Interim Manager of Aeronautics Section, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following action was taken:

1) On December 15, 1992, signed Supplement No. 1 to a personal service contract with John Y. (Jack) Lansing for continued implementation of the Aurora State Airport strategy and to promote aviation. This supplement is effective December 18, 1992, through June 30, 1993, adds an additional $15,000 to a new sum not to exceed $30,000 and changes the contract language. (Chairman Hollern approved December 15, 1992.)

Dated this 3 day of Feb, 1993.

Wanda Kennedy

Wanda Kennedy, Interim Manager
Aeronautics Section

January 25, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
O	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized the Administrator of Traffic Safety Division, now reorganized as Manager of Traffic Safety Section, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following action was taken:

1) On January 6, 1993, signed an Intergovernmental Agreement with the City of Madras on behalf of the Safety Council of Jefferson County, to promote traffic and pedestrian safety education, and to develop and maintain a video resource library in the Jefferson County Library. This assignment will be performed between January 6 and September 30, 1993, at a cost not to exceed $2,475. (Transportation Commission approved July 21, 1992.)

Dated this _____ day of _____, 1993

Ed Marges
Manager, Traffic/Safety Section

January 25, 1993

731-0314 (10-90)

February 17, 1993

REPORT OF CONDEMNATION CASES SETTLED

State v. Albany 2, Inc.

L - 96892
R - 6039009
Section: Corvallis Lebanon Interchange
Highway: Pacific
County: Linn
State's Deposit: $5,100
Settlement: $25,800
Justification: Plaintiff filed a proceedings in eminent domain complaint and alleged that the true value of the acquisition being appropriated by plaintiff and the damages, if any, resulting from the appropriation thereof is the sum of $5,100. Plaintiff's subsequent appraisal, taking into account damages for the canopy, revealed damages in excess of $5,100. Thereafter plaintiff offered $25,800 and defendant accepted.
State's Attorney: Cynthia M. Fraser

State v. Dent, Joseph W. et al.

L - 9833
R - 58004
Section: Woodburn N.C.L.-Lincoln St. Highway
Highway: Pacific Highway East
County: Marion
State's Deposit: $5,900
Settlement: $15,000
Justification: State filed a proceedings in eminent domain complaint and alleged the true value of the acquisition being appropriated by plaintiff and the damages, if any, resulting from the appropriation was $5,900. Defendant Shanah answered and alleged the amount of the appropriation was to be determined at trial. Plaintiff offered $15,000 and defendant Shanah accepted.
State's Attorney: Roger R. Warren

State v. Juhnke, Daniel R. et al

L - 9900
R - 57143
Section: Mt. Hood-Long Prairie Rd.
Highway: Mt. Hood
County: Hood River
State's Deposit: $8,700

Settlement: $8,700
Justification: A proceedings in eminent domain complaint was filed by the state on 9/21/92 in the County of Hood River. Thereafter, an amended complaint was filed on 10/08/92. The amended complaint alleged the true value of the acquisition being appropriated by plaintiff and the damages, if any, resulting from the appropriation thereof was the sum of $8,700. This amount was deposited into court on 10/12/92. The state offered $8,700 and the defendants accepted this offer.
State's Attorney: Roger R. Warren

State v. Weston Investment, et al.

L - 9834
R - 6027021
Section: Silverton Rd. - State Street
Highway: Pacific
County: Marion
State's Deposit: $2,494,385
Settlement: $4,600,001
Justification: State filed a complaint with just compensation of $2,494,385. Defendant's demands were in excess of $5.2 million. Based upon a change in the highest and best use of the property as a result of the improvement project, the state offered $4,600,001 and defendant Weston accepted.
State's Attorney: John R. McCulloch, Jr.

REPORT OF TRIAL

State v. Irving, John & Arlette

L - 9779
R - 58759
Section: NW Hooker Rd - NE Alameda Ave.
Highway: Oakland - Shady
County: Douglas
Amt. of Complaint: $8,325
Answer: $13,325
30-Day Offer: $15,001
Verdict: $12,950
Justification: State filed a complaint with $8,325 pled as just compensation. State's value witness' testimony was $10,750 and an engineer witness testified of a possible additional cost to cure item of $2,000. Defendants' value testimony was $54,000. The jury returned a verdict of $12,950.
State's Attorney: Cynthia M. Fraser

P

February 17, 1993

State v. Irving, John & Arlette, Trustees

L - 9780
R - 58760
Section: NW Hooker Rd. - NE Alameda Ave.
Highway: Oakland-Shady
County: Douglas
Amt. of Complaint: $7,050
Answer: $10,050
30-Day Offer: $10,001
Verdict: $7,050
Justification: This case was consolidated with an adjoining file. At trial, the jury returned a verdict for plaintiff in the amount pled of $7,050. Testimony of the defendants held that the two properties had a unity of use.
State's Attorney: Cynthia M. Fraser

* * * * * * *

JTT07BF9/RW/cr

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
Q	February 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

Jan. 15, 1993

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On Jan 15, 1993 $8,842,741.85 was distributed to the counties as their share of motor vehicle revenues for the month of December, 1992.

On Jan 15, 1993 $5,605,646.32 was distributed to the cities for the month of December, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day ofJanuary, 1993.

Douglass R. Goldbach,Financial Systems Manager
Oregon Department of Transportation

731-0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION

WORK SESSION, TOUR AND DINNER
MARCH 16, 1993

FORMAL MEETING
LUNCH
MARCH 17, 1993

FLORENCE, OREGON

At 2 p.m., March 16, 1993, the Oregon Transportation Commission and staff met at the Driftwood Shores Restaurant, Pacific Room, 88416 First Avenue in Florence for a work session. (Notice of the work session had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
William Anhorn, Deputy Director and State Highway Engineer
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
Arlene Post, Manager, Community and Governmental Relations
Don Wagner, Region 3 Manager
Fran Neavoll, Community and Governmental Relations

There were other staff persons present for the work session.

June Carlson said the purpose of the work session was to give the Commission a briefing on the Oregon Coast Highway Corridor Planning Study.

June Carlson recalled in October 1992 the Commission had endorsed the vision, goals and objectives for the Oregon Coast Highway Transportation Corridor Study and asked the staff to return periodically with updates. She reported that the States of Oregon and Washington are working together to develop programs on obligating the Federal Funds. She updated the Commission on the billboard issue as outlined in the National Scenic Highways Program in ISTEA and on House Bill 3382, which is being considered by the Legislature. She said open houses were held to review the research and inventory material and that study is nearly complete. She mentioned the opportunities and needs assessment work is also nearly complete.

Bob Brannan, Parsons Brinckerhoff Quade and Douglas Inc., reviewed the research and inventory report. He explained how the report focused on transportation (including multi-modal), land use (existing and planned), natural resources, visual resources policies, and cultural resources. He discussed the opportunities and needs assessment, which examines factors affecting potential solutions in the corridor. He described the planning process as follows: a) define the program; b) identify opportunities and needs; c) prepare the corridor plan; and d) what happens after the plan is finished? (Written handout in Commission's files, Salem.)

June Carlson summarized the comments made at the open houses that were held in January. (Written document in Commission's files, Salem.) The open houses were held at three coastal locations to present the corridor vision statement and the study goals and objectives that were based on public issues. The purpose of the open houses was to present this information and ask for public feedback on the results of the research and inventory performed by the Study Team. She said the response received at the open houses indicated there is no issue that has total support but overall the citizen responses were generally favorable to the process of the study and demonstrate a strong interest in continued intergovernmental and citizen coordination. She outlined the following three issues as the most significant: a) natural hazards; b) safety and congestion; and c) alternative modes of transportation.

June Carlson discussed the criteria for evaluating transportation projects along the Oregon Coast Highway. (See written document in Commission's files, Salem.) She outlined the key issues that have arisen concerning the goals (process, transportation, resources, community, and economic). She asked for the Commission's comments on the criteria.

Vice Chairman Whitty expressed concern as to the way the evaluation criteria is presented. He said it may need some "bridge language" between the objective and criteria. He mentioned there needs to be resolution between Objective 2.2 and the community goal. He said that more of a corridor-type approach should be included in the economic goal. He commented that the criteria does not sufficiently address the regional or other regional east-west corridors.

Commissioner Brody suggested that the Highway Plan and the Oregon Transportation Plan be referenced in the introductory portion of the document. She said that may assist in helping citizens link the reasons why this is being done and its importance.

Commissioner Brody questioned the Level of Service outlined in the criteria as Minimum C under Objective 2.2.

Commissioner Brody discussed the off-street parking criteria. She inquired if in all cases that on-street parking needs to be removed and in some cases, it is important to the economic vitality of the communities. She said it should be the State's effort to move parking and to facilitate parking off the main highway but not in all instances. Bob Brannan said that off-street parking may be a potential solution rather than a criteria.

Commissioner Brody suggested clarifying the criteria under Objective 2.4.

Commissioner Brody said under Objective 2.6, Zone: For All Zones, Items 8, 9, and 10, there should be more emphasis on alternative modes of transportation.

Commissioner Brody said under Objective 3.4 there should be "bridge language" and she suggested referencing the Goal 5 requirement. She felt it was better to be more specific than general in the document .

Vice Chairman Whitty felt that the criteria should be flexible. He commented there are certain areas on the Coast Highway that are more scenic and certain areas have more congestion. He commented the criteria should take into account the different facets of the highway.

June Carlson said Commissioner Brody could send her comments to her in writing.

Gary Johnson spoke about projects on the Oregon Coast Highway in Region 2, specifically the Astoria Bypass, Seaside Parkway Proposal, Camp Rilea-Delmar Loop Project, preservation in Tillamook County, bottlenecks in Lincoln City, South Beach area in Newport, and the withdrawal of the Taft Project as a parkway.

Paul Mather discussed the three projects in Region 3: Saunders Lake to Kings Inlet (north of North Bend, through the community of Hauser), Bandon Parkway (Cody Avenue to Filmore Avenue Section), and the Museum Road-Winchuck River Parkway Project.

Frank Maciejewski, Bandon City Councilor, told how the Department has assisted the local community in answering their concerns and how the Bandon Parkway model has been helpful in understanding the project.

Paul Mather discussed an item that is on the agenda for the formal meeting to expend State Highway Funds to do reconnaissance work in Region 3 as outlined in the 1993-98 Six-Year Transportation Improvement Program.

Fred Whitford, Scale Model Company, told the Commission that he had made the model for the Bandon Parkway and other models for various highway projects.

The work session adjourned at 3:40 p.m.

At 3:45 p.m., March 16, 1993, the Oregon Transportation Commission and staff took a tour in State of Oregon vans. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.) The same persons were on the tour as at the work session.

The Commission toured the Motor Vehicles' office at 2056 Highway 101 North of Florence, the Florence Maintenance Station, Cape Creek Bridge, and Big Creek Bridge. The staff told the Commission how a cathodic protection system was applied to the Cape Creek Bridge at $3.2 million, which was approximately one-fifth of the estimated replacement cost. (Written handout in Commission's files, Salem.) The Commission was advised of the issues concerning the proposed replacement of the Big Creek Bridge, due to the environmental impacts on the silver-spotted butterfly. The tour concluded at 5 p.m.

At 7 p.m. on March 16, 1993, the Oregon Transportation Commission held a working dinner with local officials at the Driftwood Shores Restaurant, 88416 First Avenue in Florence. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
William Anhorn, Deputy Director and State Highway Engineer
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
Arlene Post, Manager, Community and Governmental Relations
Don Wagner, Region 3 Manager
Fran Neavoll, Community and Governmental Relations

There were other staff persons present and approximately 51 local officials from Douglas and Lane Counties; Cities of Garibaldi, Brookings, Florence, Depoe Bay, Newport, Coquille; Florence and Newport Chambers of Commerce; Port of Newport; Jana Doerr, Coastal Field Representative for Congressman Peter De Fazio, and other interested citizens from the area.

After dinner Rob Spooner, Oregon Coast Magazine, introduced Leigh Green.

A slide presentation was shown by Leigh Green, Yachats, on the history of transportation on the Oregon Coast. The dinner meeting adjourned at 8:25 p.m.

On March 17, 1993, the Oregon Transportation Commission held its regular monthly meeting at the Driftwood Shores, Pacific Room, 88416 First Avenue, in Florence beginning at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
William Anhorn, Deputy Director and State Highway Engineer
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
Arlene Post, Manager, Community and Governmental Relations
Don Wagner, Region 3 Manager
Fran Neavoll, Community and Governmental Relations

There were other staff persons present.

Vice Chairman Whitty moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the February 17, 1993, Commission meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2857 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Manager, Human Resource & Organization Development Branch	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Office of Operations, Maintenance/Construction Manager	Exhibit G
Bridge Engineer	Exhibit H
Region 2 Manager	Exhibit I
Manager, Public Transit Section	Exhibit J
Highway Controller	Exhibit K

The Commission confirmed their next meeting date of April 22, 1993, in Salem as follows:

1:30 p.m. Formal Meeting in Large Conference Room, Salem. Work Session with Bicycle Advisory Committee.

6:30 p.m. Dinner meeting with Department of Environmental Quality and Land Conservation and Development Commission at the Quality Inn, 3301 Market Street, N.E., Salem, OR. (No-host social: 6 p.m.)

The Commission tentatively set Wednesday, May 19, 1993, in Salem at 8:30 a.m. for their following meeting. A work session with the Traffic Safety Committee will begin after the formal meeting.

In the absence of Don Forbes, William Anhorn requested the Commission's approval to use Immediate Opportunity Funds for two projects. Commissioner Ford moved for approval of the request; the motion carried unanimously by the Commission approving the following projects, and authorized the Director to sign the necessary agreements.

- Extend a new road through an industrial park in the City of Silverton, Marion County, due to the expansion of Redman Industries, in the amount of $160,000. Redman proposes to expand their operations at a cost of $1,400,000 and creates an additional 40 to 50 new full-time jobs.

- Improvement on Shelton Street in Dallas, Polk County, due to the expansion of Westview Products, in the amount of $14,632. Westview proposes to invest $500,000 to expand and reopen the manufacturing facility. This will create seven full-time jobs.

William Anhorn advised the Commission of the status of the pending lawsuit by the City of Silverton in connection with the enhancement fund program of ISTEA. He said the court hearing had been canceled as it was scheduled on the day of the snowstorm in Salem. It is now scheduled for April 6 or 7.

Jane Hardy Cease updated the Commission on Senate Bill 98 (the reorganization bill). She said the bill is before the Senate Transportation Committee. It appears that the all-terrain vehicle and winter recreation programs will remain with the Department for the time being. She commented there are a number of amendments to the bill, which are being considered. The next step is for the bill to go before the Trade and Economic Committee.

Paul Meyerhoff gave the Commission a brief overview on the Oregon Transportation Finance Plan. He told where the various bills are in the process. He said a new bill (House Bill 3299 - the Portland Congestion pricing pilot project) has been assigned to a Committee and hearings will be held soon. He also told the Commission that the Joint Ways and Means Committee process will be abandoned and replaced with two other Committees. He mentioned he did not believe the budget would need to be presented again as the Department had already gone through the Joint Ways and Means process. He commented they have been advised that any funding source related to the lottery is being moved into a separate lottery budget bill.

In the absence of Judy Gregory, Mr. Meyerhoff asked for approval of an interagency agreement with Chemeketa Community College for training in the amount of $115,000. He explained the Department has used Chemeketa extensively in the past by doing separate agreements for each course. By using a flexible service agreement, one agreement would be in effect for a biennium and save the expense of processing several separate agreements. Commissioner Brody moved for approval of the request. The motion carried unanimously and the Commission authorized the Manager of Human Resource and Organization Development to sign the agreement.

Paul Meyerhoff announced that Commissioner Ford had accepted on behalf of the Transportation Commission an award from the American Planning Association, Oregon Chapter, for Professional Achievement in Planning for the Oregon Transportation Plan. He mentioned this award will now be submitted nationally. He thanked the staff for their diligent work on the Plan. (Plaque on display in Mark Ford's office, Salem.)

John Elliott recalled that Chairman Hollern had approved the expenditure of $50,000 (primarily Federal Highway Administration funds) for a survey of Oregonians' perceptions regarding customer satisfaction and transportation user demands of its constituents. He said the consultant, The Gallup Organization, Inc., conducted telephone interviews with 1,107 Oregon residents (age 18 or older). This sample consisted of 666 residents, selected randomly across Oregon, to reflect the State's population across its 36 counties, and an oversample of 441 additional residents living in the nine counties in the Willamette Valley. He

mentioned the maximum expected margin of error is +2.9% at the 95% level of confidence. He outlined the key findings of the survey as follows:

- Oregon is highly dependent on automobile transportation.
- The heavy dependency on private vehicle travel has led to congestion problems in cities and communities across the State.
- Despite the high dependency on automobile transportation, Oregonians indicate a strong desire for public transit.
- Public transit is not equally available to all residents across the State.
- Most residents would use public transit if it were made available and would use it for the majority of their current automobile trips.
- Oregonians also indicate a high demand for high speed rail in the Willamette Valley. Actual projected usage increases significantly as proposed fares decrease.
- A system which meets riders needs in terms of availability, scheduling, routes, and fare structure could be expected to draw residents out of their automobiles for a significant portion of their trips.
- While ODOT cannot generally use money collected from the State Gas Tax on public transit options such as bus and rail service, residents who have public transportation available perceive a higher value for their money from their State Gas Tax and also give significantly higher ratings to the condition of highways than do those to whom public transit is not readily available.
- While there is a very high interest in public transit, residents are still tied to private vehicle transportation. Residents still feel there is a strong need for improvements and changes affecting the State's roads and bridges.
- Overall, while the majority of residents feel that they receive good service when visiting the Driver and Motor Vehicle Services' office and do not wait appreciably longer than acceptable, the plurality would be willing to conduct at least some, if not all, of their business with the Driver and Motor Vehicle Services by telephone.

John Elliott closed by saying there will be a pair of focus groups intended to refine issues, as well as a longer and more in-depth benchmark survey. (Written document on the survey in Commission's files, Salem.) Commissioner Brody felt that this would be a good opportunity to find out whether the public would favor using the gas tax for other uses.

Bob Royer requested the Commission's approval of the Preferred System Routes outlined in the Oregon Transportation Plan as a basis for Oregon's National Highway System. He indicated the recommendation also includes additional routes proposed by the Metropolitan Planning Organizations in the urban areas and a project proposed by Region 3. He said the recommended system exceeds the amount of rural mileage allocated to the State by slightly over 414 miles. He presented a resolution for adoption that encouraged the U.S. Department of Transportation to provide the additional mileage in support of the Oregon Transportation Plan. Vice Chairman Whitty moved for approval of the following routes as described by Mr. Royer and for adoption of the resolution. The motion carried unanimously by the Commission. (Miscellaneous Resolution No. 286 adopted by reference is on file in the Commission's files in Salem.)

National Highway System
Mileage Table

Preferred System Routes

US/OR ROUTE	DESCRIPTION	MILEAGE RURAL	MILEAGE URBAN	MILEAGE TOTAL
Required Elements of National Highway System				
Routes specified for inclusion in Intermodal Surface Transportation Efficiency Act (ISTEA)				
	Interstate Highways			
I-5	California State Line to Washington State Line	246.91	61.46	308.37
I-82	I-84 to Washington State Line	11.21	0.00	11.21
I-84	Portland to Idaho State Line	338.17	37.55	375.72
I-105	I-5 to Eugene	0.00	3.48	3.48
I-205	I-5 to Washington State Line	0.00	26.57	26.57
I-405	I-5 to I-5 (Portland)	0.00	4.21	4.21
	Interstate Total	596.29	133.27	729.56
	National Defense Highways (STRAHNET)			
US 101	California State Line to Washington State Line	322.79	24.08	346.87
US 30	Portland to Astoria (AOH)	82.06	11.10	93.16
OR 42	Coos Bay to Roseburg (AOH)	74.35	0.00	74.35
US 95	Idaho State Line to Nevada State Line	121.36	0.00	121.36
	STRAHNET Total	600.56	35.18	635.74
	Total Required Mileage	1,196.85	168.45	1,365.30
Oregon Transportation Plan - Preferred System				
Non-required routes recommended for inclusion in Oregon's NHS listed in priority order.				
OR 38	Reedsport to I-5 (AOH)	56.96	0.00	56.96
US 97	Wash. State Line to Calif. State Line (AOH)	274.00	14.88	288.88
OR 126/OR 99W	Florence to Eugene (AOH)	54.71	4.29	59.00
US 199	I-5 (Grants Pass) to California State Line	41.09	4.79	45.88
OR 99W/OR 18	Portland to Lincoln City (AOH)	64.46	10.72	75.18
US 20/OR 34	Newport to I5 (AOH)	58.81	3.70	62.51
OR 58	Eugene to US97 (AOH)	86.75	0.00	86.75
US 26	Portland to Madras (AOH)	96.80	0.00	96.80
US 26	US 101 to Portland (Sunset Highway)	62.57	11.47	74.04
OR 99E/OR 212	I-5 to Heidi's Jct. (AOH)	7.84	13.93	21.77
OR 217	Beaverton - Tigard Highway	0.00	7.44	7.44
US 26	I-84/US 26 Connection (AOH)	4.00	4.54	8.54
OR 140	US 97 to OR 39 (Klamath Falls)	0.00	5.97	5.97
OR 62,OR 140	Medford to Klamath Falls	66.97	13.51	80.48
US 20	Sisters - Bend - Ontario	272.94	6.30	279.24
OR 22/US 20	Salem to Sisters (AOH)	103.68	6.68	110.36
OR 39	Klamath Falls to California State Line	16.93	8.92	25.85
	Subtotal	1,270.51	115.14	1,385.65
	Cumulative Total	2,467.36	283.59	2,750.95

(Continued on next page.)

STATE OF OREGON

National Highway System
Mileage Table

Preferred System Routes

US/OR ROUTE	DESCRIPTION		MILEAGE RURAL	URBAN	TOTAL
OR22	Salem - Willamina		21.83	4.10	25.93
OR82	La Grande - Wallowa Lake (AOH)		76.06	0.69	76.75
OR126	99W(Eugene) - Santiam Highway		69.18	8.79	77.97
OR11	I-84 - Washington State Line		30.91	4.78	35.69
US395	Wash. State Line - I84, US20 - Cal. State Line		135.83	4.65	140.48
US395	I-84 (Pendleton) - US20 (Burns)		220.75	3.18	223.93
		Subtotal	554.56	26.19	580.75
		Cumulative Total	3,021.92	309.78	3,331.70
OR140	Klamath Falls - Lakeview		90.79	0.02	90.81
OR35	Warm Springs Highway - I-84 (Hood River)		41.19	0.00	41.19
OR126/US26	Sisters - US20 (Vale) (AOH)		224.41	7.02	231.43
		Subtotal	356.39	7.04	363.43
		Cumulative Total	3,378.31	316.82	3,695.13
		Total Non-Required Mileage	2,181.46	148.37	2,329.83
		Total Required Mileage	1,196.85	168.45	1,365.30
		Total Preferred System Mileage	3,378.31	316.82	3,695.13

MPO Proposed Routes

US/OR ROUTE	DESCRIPTION		MILEAGE RURAL	URBAN	TOTAL
Portland Urban Area Routes Proposed by METRO					
(Includes rural routes necessary for network connectivity)					
OR 43	Oswego Highway (St. Hwy. #3)	S. "A" Ave. (Lake Oswego) to I-20	0.00	5.04	5.04
OR 47	Nehalem Highway (St. Hwy. #102)	OR 8 (Forest Grove) to US 26	7.94	2.73	10.67
OR 8	Tualatin Valley Highway (St. Hwy. #29)	OR 217 to OR 47	0.00	17.09	17.09
OR 99E	Pacific Hwy. E. (St. Hwy. #99E)	US 30 BY to I-5	0.00	2.36	2.36
US 30 BY	Northeast Portland Highway (St. Hwy. #123)	I-5 to I-205	0.00	5.84	5.84
US 26	Mt. Hood Highway (US 26)	OR 99W to OR 99E	0.00	1.06	1.06
Airport Way	I-205 to Portland International Airport		0.00	1.88	1.88
Kruse Way	I-5 to Boones Ferry Rd.		0.00	1.44	1.44
Boones Ferry Road	Kruse Way to Country Club Rd.		0.00	0.74	0.74
Country Club Road	Boones Ferry Rd. to Oswego Highway (OR 43)		0.00	2.36	2.36
Burnside St.	182nd Ave. to Mt. Hood Parkway		0.00	4.76	4.76
182nd Ave.	I-84 to Burnside St.		0.00	1.80	1.80
Going St.	I-5 to Basin		0.00	1.01	1.01
Greeley Ave.	I-5 to Going		0.00	1.18	1.18
Marine Dr.	I-5 to Columbia Blvd.		0.00	6.92	6.92
Columbia Blvd.	Lombard St. to I-5		0.00	4.56	4.56
Lombard St.	Columbia Blvd. to St. Johns Bridge		0.00	2.69	2.69
Cornell Rd.	Cornelius Pass Rd. to Tualatin Valley Hwy. (OR 8)		0.00	2.50	2.50
Cornelius Pass Rd.	Cornell Rd. to Sunset Highway (US 26)		0.00	2.03	2.03
		Total Proposed METRO NHS Routes	7.94	67.99	75.93

(Continued on next page.)

National Highway System
Mileage Table

MPO Proposed Routes

US/OR ROUTE	DESCRIPTION		MILEAGE RURAL	MILEAGE URBAN	MILEAGE TOTAL
Eugene/Springfield Urban Area Routes Proposed by LCOG					
OR 99W	Pacific Highway West (St. Hwy. #1W)	Airport Rd. to Garfield St.	0.00	5.21	5.21
OR 99W	Pacific Highway West (St. Hwy. #1W)	Wash. St. to McKenzie Hwy.	0.00	2.50	2.50
OR 126	Eugene - Springfield Highway (St. Hwy. # 227)	I-105 to McKenzie Hwy.	0.00	6.48	6.48
	Beltline Road (St. Hwy #69)	Florence - Eugene Hwy. to I-5	0.00	12.76	12.76
Delta Highway	7th St. to Green Acres Rd.		0.00	3.47	3.47
Airport Rd.	Green Hill Rd. to OR 99W		0.00	1.34	1.34
Green Hill Rd.	Airport Rd. to North Airport Entrance		0.00	0.48	0.48
Coburg Rd.	OR 99W to I-105		0.00	0.97	0.97
		Total Proposed LCOG NHS Routes	0.00	33.21	33.21
Medford Urban Area Routes Proposed by RVCOG					
OR 62	Crater Lake Highway (St. Hwy. #62)	Rogue River Hwy. (OR 99) to I-5	0.00	0.47	0.47
Biddle Rd. / Pine St.	Freeman Rd. to Crater Lake Hwy. (OR 62)		0.00	3.07	3.07
		Total Proposed RVCOG NHS Routes	0.00	3.54	3.54
Salem Urban Area Routes Proposed by MVCOG					
No additional routes proposed			0.00	0.00	0.00
		Total Proposed MVCOG NHS Routes	0.00	0.00	0.00
		Total Proposed MPO NHS Routes	7.94	104.74	112.68
Coos Bay / North Bend Area Routes Proposed by Region 3					
Jordan Cove Road	US 101 - Coos Bay International Port Facility		2.00	0.00	2.00
		Total Proposed Coos Bay / North Bend NHS Routes	2.00	0.00	2.00
		Total Proposed additional NHS Routes	9.94	104.74	114.68

Paul Meyerhoff requested approval and permission to submit a request to the Executive Department for an increase of $320,000 in the 1991-93 Aeronautics' budget to fund the additional Federal Aviation Administration grants covering the statewide aviation system plan project, the multiple airport layout plans for Seaside, Joseph, Prineville and Myrtle Creek Airports, Brookings Environmental Assessment Project and other miscellaneous expenditures. Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission.

Misc expenditures are:

The following expenditures were not anticipated, therefore, were not included in the 1991-93 budget calculations.

- Unexpected aircraft engine overhaul was incurred at a total cost of $97,085.
- Additional overtime hours due to transferring a Management Service employee to OPEU - Represented. This change was in response to the Executive Department.
- Environmental hazardous clean-up at Independence state airport. The original estimated cost to accomplish this project is $140,000. To date, we expended $66,572 and we don't expect this project to continue into the 1993-95 biennium.
- Additional hiring of temporary services due to the Oregon Department of Transportation's internal reorganization. Two FTEs were assigned to branch management and are no longer performing their assigned duties for Aeronautics.

a draft concept of Surface Funds and Associa partment, Service ropolitan documen ined this funding t to the the Ore upport of concept proval in Director. The motion carried unanimously. The Commission authorized the n of the Director to sign the Memorandum of Understanding.

Jane Hardy Cease asked approval for authority to enter into a personal service contract to provide training specialists and commercial motor vehicles needed for commercial driver license examiner training covering the 1993-95 biennium. The cost of this contract will not exceed $70,000. She indicated the Department does not have the employees with the qualifications or expertise to operate commercial motor vehicles nor does it have access to commercial motor vehicles within State Government. Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission authorized the Manager of Driver and Motor Vehicles Services Branch to select the consultant, award and sign the necessary contract.

Jane Hardy Cease gave an update on the Information and Systems Project. She had mailed a written status report dated March 15, 1993, to the Commission and a copy is in the Commission's files, Salem. She said this project involves a complete overhaul of the 26-year old system at DMV. She explained the concerns are: the cost, keeping the service going, and the reduction in work force, which is expected to be about 100 fewer people by 1995. She said there are many check points for the funding. She mentioned that the Commission will have future decisions to make before going to the Emergency Board for release of the funding. She anticipated returning to the Commission in July for approval of the next phase of the project. She mentioned that a Request for Information had been sent to 200 vendors in February.

William Anhorn presented a list of Congestion Management and Air Quality Improvement Projects in the Portland, Medford, Klamath Falls, and La Grande areas. He indicated this is a new program under ISTEA and funds are to be used in the areas not meeting air quality standards. He said a committee composed of Department staff and representatives from each of the affected areas and DEQ has agreed upon a funding distribution. It

provides a base program of $100,000 per year for each affected area. The remainder is distributed considering vehicle miles of travel in the area, percentage of the emission reduction required to meet the relevant air quality standard, and percentage of the emission inventory contributed by motor vehicles for the pollutant of concern in the nonattainment area. Commissioner Brody inquired about the Portland Region TMA Project. Mr. Anhorn said he would get the information for her. Vice Chairman Whitty moved for approval of the projects. The motion carried unanimously and the Commission approved the following projects and authorized the State Highway Engineer to sign the necessary agreements.

PROJECT CONTROL SYSTEM
1993-98 TRANSPORTATION IMPROVEMENT PROGRAM
CONGESTION MANAGEMENT/AIR QUALITY IMPROVEMENT PROJECTS
REGION
1

REGION PRIORITY	SECTION NAME		CUR PROG YR	TOTAL DOLLARS	CONGESTION MITIGATION DOLLARS
001	TIGARD PARK & RIDE 04821	CONSTRUCT A PARK & RIDE FACILITY.	93	1,105	646
002	BIKES ON TRANSIT 06897	PROVIDE BIKE FACILITIES.	93	110	98
003	NEIGHBORHOOD RIDE SHARE 06898	ENCOURAGE NEIGHBORHOOD RIDESHARE CO-OP.	93	80	71
004	WILLAMETTE BRIDGE ACCESS STUDY 06899	WILL EXAMINE AIR QUALITY IMPACTS OF BICYCLE/PEDESTRIAN IMPROVEMENTS.	93	100	89
005	COURTNEY AVE BIKE/PEDESTRIAN LINK 06900		93	100	89
006	PEDESTRIAN TO TRANSIT ACCESS STUDY 06901		93	200	179
007	PORTLAND REGIONAL TMA 06896	JOINT PRIVATE/PUBLIC REGIONAL ORGANIZATION TO REDUCE SINGLE OCCUPANT VEHICLE WORK TRIPS.	93	1,000	897
008	TRANSIT ORIENTED DEVELOPMENT PROJECT 06902	DEVELOP TRANSIT, BIKEWAY, AND PEDESTRIAN FRIENDLY AMENITIES AND ACCESS.	93	1,835	1,646
009	PEDESTRIAN/TRANSIT ACCESS STUDY 06903	EVALUATE AND PRIORITIZE MAJOR TRANSIT CORRIDORS AND LOCATIONS FOR IMPROVEMENT.	93	250	200
010	TRANSIT BUSES FOR EXPANDED SERVICE 06904	WOULD SERVE CONGESTED REGIONAL CORRIDORS, & BE ORIENTED TO TRUNKLINE EXPRESS SERVICE.	93	4,200	3,768
011	PORTLAND REGIONAL RIDESHARE 06905	ADMINISTRATION OF REGIONAL RIDE SHARE PROGRAM TO IMPROVE AIR QUALITY & REDUCE.	93	598	536
012	NE KILLINGSWORTH - SE FLAVEL 06906	SIGNAL IMPROVEMENTS TO REDUCE STOPS AND DELAYS.	93	112	100
013	PEDESTRIAN/BIKE ACCESS FOR MAX 06907	EVALUATE MAX SUBURBAN STATIONS INCLUDING PEDESTRIAN/BICYCLE ACCESS & CIRCULATION.	93	80	64
014	CENTRAL CITY BIKEWAY FACILITIES 06908	PROVIDE BIKE PARKING & SHOWER FACILITIES, WITH REPAIR, RTE & SAFETY INFORMATION.	93	350	280
015	STRAWBERRY LANE BIKEWAY 06909	CONSTRUCT BIKEWAY FROM WEBSTER TO I-205.	93	100	80
016	NORTH LOMBARD BIKEWAY 06910	SEPARATED BIKE ACCESS BETWEEN RIVERGATE TO KELLEY POINT PARK ENTRANCE.	93	400	320
017	PEDESTRIAN/BIKE CROSSING ON STEEL BRIDGE 06911	BIKEWAY CONNECTION BETWEEN DOWNTOWN, OLD TOWN, UNION STATION ETAL.	93	1,700	1,360
018	COLUMBIA SOUTH SHORE TRANSIT DEMO 06912	IMPLEMENTATION OF OPTIONS SUCH AS DIAL-A-RIDE, OR SHUTTLE IN COLUMBIA SOUTH SHORE AREA.	93	100	89

(Continued on next page.)

PROJECT CONTROL SYSTEM
1993-98 TRANSPORTATION IMPROVEMENT PROGRAM
CONGESTION MANAGEMENT/AIR QUALITY IMPROVEMENT PROJECTS
REGION
1

REGION PRIORITY	SECTION NAME		CUR PROG YR	TOTAL DOLLARS	CONGESTION MITIGATION DOLLARS
019	DOWNTOWN PARK & RIDE 06913	ACQUIRE AND DEVELOP TWO PARKING LOTS AND IMPLEMENT A SHUTTLE.	93	580	520
020	ELECTRIC VEHICLE DEMO 06914	PURCHASE 3 ELECTRIC VEHICLES FOR USE BY DEQ FOR MOTOR POOL.	93	75	67
021	SOUTH GRESHAM DEMAND RESPONSE TRANSIT SERVICE 06915	PURCHASE 3 MINI-BUSES FOR DEMAND RESPONSIVE TRANSIT. TRI-MET WILL OPERATE.	93	180	161
022	PORTLAND REGIONAL PUBLIC EDUCATION 06916	CREATE PERMANENT PUBLIC EDUCATION COMPAIGN TO INCREASE PUBLIC AWARENESS OF AIR QUALITY.	93	500	448
023	MAX BIKE LOCKERS/BUS SHELTERS 06917	PROVIDE BIKE LOCKERS @ 9 MAX STATIONS AND 25 BUS SHELTERS @ POTENTIAL HIGH USE STOPS.	93	80	64
			93	13,835	11,772
				13,835	11,772

REGION
3

REGION PRIORITY	SECTION NAME		CUR PROG YR	TOTAL DOLLARS	CONGESTION MITIGATION DOLLARS
001	SHOPPER ROUTE SERVICE ENHANCE (MEDFORD) 06749	DECREASE HEADWAYS ON RVTD ROUTE 60 TO 15 MINUTES DURING WINTER MONTHS.	93	17	15
002	SIGNAL TIMING PLAN (MEDFORD) 06748	DEVELOP SIGNAL TIMING PLAN FOR 23 SIGNALS.	93	105	93
			93	122	108
001	MCANDREWS ROAD @ BIDDLE ROAD, WB (MEDFORD) 06921	CONSTRUCT RIGHT TURN LANE WESTBOUND.	94	115	103
002	MCANDREWS ROAD @ BIDDLE ROAD, EB (MEDFORD) 06922	CONSTRUCT RIGHT TURN LANE EASTBOUND.	94	1,200	1,076
003	MOBILITY MANAGEMENT 06923	MMP SUPPORT AND PLANNING.	94	35	31
004	RIVERSIDE AVE @ MCANDREWS (MEDFORD) 06924	CONSTRUCT RIGHT TURN LANE.	94	90	80
			94	1,440	1,290
				1,562	1,398

(Continued on next page.)

PROJECT CONTROL SYSTEM
1993-98 TRANSPORTATION IMPROVEMENT PROGRAM
CONGESTION MANAGEMENT/AIR QUALITY IMPROVEMENT PROJECTS
REGION
4

REGION PRIORITY	SECTION NAME	CUR PROG YR	TOTAL DOLLARS	CONGESTION MITIGATION DOLLARS
001	SIGNAL SYNCHRONIZATION, SOUTH 6TH 06918	93	150	134
002	SWEEPING, KLAMATH FALLS 06919	93	20	17
		93	170	151
			170	151

REGION
5

REGION PRIORITY	SECTION NAME	CUR PROG YR	TOTAL DOLLARS	CONGESTION MITIGATION DOLLARS
001	OIL MAT (LAGRANDE) 06920	93	200	179
		93	200	179
			200	179
			15,767	13,500

William Anhorn requested the Commission's approval to revise Administrative Rule 734-30-005, 734-30-015, and 734-30-025 updating language in the rest area rules to correspond with the statutes and the current Department structure. He said the proposed rule was published in the Secretary of State's Administrative Rule Bulletin on January 1, 1993, and no comments or requests for a hearing were received. Commissioner Brody moved for approval. The Commission unanimously amended Administrative Rule No. 258E on file in Commission's files, Salem. The rule will be filed with the Secretary of State and published in their Administrative Rule Bulletin.

Upon William Anhorn's request, Commissioner Ford moved for adding the following projects to the 1993-98 Transportation Improvement Program. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreements covering the following projects:

- Modification of Hendricks Bridge on the McKenzie Highway in Lane County at an estimated cost of $115,000 in Fiscal Year 1994.

- Purchase of right-of-way and tree trimming for the Cloverdale Canal-Camp Polk Road Project on the McKenzie Highway in Deschutes County at an estimated cost of $20,000 in Fiscal Year 1993.

- Construct combined access and left-turn lane to the Willamette Highway at Greenwater Park in Lane County at an estimated cost of $300,000 in Fiscal Year 1993.

- Flashing beacon on the Corvallis-Newport Highway at Siletz Highway in Lincoln County at an estimated cost of $30,000 in Fiscal Year 1993.

- Install signal head for dual left-turn movement on Pacific Highway West at East 11th Avenue in Eugene, Lane County, at an estimated cost of $12,000 in Fiscal Year 1993.

William Anhorn requested approval to enter into an interagency agreement with Oregon State University for a study titled Implementation of Strategic Highway Research Program Asphalt Research Results. The total cost of the project is $100,000. The Oregon State University staff is to perform approximately $90,000 of the work and the remaining $10,000 will be done by the Department. This project will be conducted over a two-year period. Commissioner Brody moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreement.

William Anhorn recalled that at the December meeting, the Commission requested the staff to review the criteria for construction project overruns. He presented the following proposal:

> Amend Delegation Order No. 35B for the Commission to approve project authorizations on construction contracts with an authorization of $200,000 or less, when an overrun would equal or exceed the original authorization. Recommend Commission approve projects which have increased in cost beyond $200,000 or more. Recommend Commission review this new delegation order in six months.

Commissioner Brody inquired how the Commission will know what to look for in the requests. Mr. Anhorn said any major change in scope of the project would be brought back to the Commission. Vice Chairman Whitty moved for approval and Chairman Hollern agreed to try the proposal for six months. The motion carried unanimously to amend Delegation Order No. 35B and adopt Delegation Order No. 35C to incorporate the change as presented by Mr. Anhorn.

Bruce Warner, Region 1 Manager, recommended that the State Highway Engineer be authorized to approve and execute modifications to the Tri-Met cooperative improvement agreement to construct the Westside Corridor Project, within the approved total project budget. He explained the first modification to the original agreement has been prepared and other modifications are anticipated that will contain more detail on the responsibilities. He said this modification outlines the following duties: 1) ODOT will perform more design and right-of-way work and 2) Tri-Met will assist with equipment, perform hazardous work and noise analysis, and continue the community relations program. Chairman Hollern said, due to the legislative history of the project, he felt the modifications should be approved by the Commission. He recalled that the

Legislature had specifically given the oversight responsibility to the Commission to ensure the project was completed for the agreed amount. Mr. Anhorn asked how the modifications could be presented so the Commission would understand the request. Chairman Hollern said their explanation of the modification as presented was understandable. He said the staff's recommendation should demonstrate that the modification will make the project more effective. Vice Chairman Whitty moved for approval of Modification 1 to Agreement No. 11,043 and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the modification.

Bruce Warner updated the Commission on the status of the request for additional office space in Region 1. (Written handout in Commission's files, Salem.) He recalled that Region 1 has been looking for an additional headquarters building for the past 12 years. He said the primary purpose for relocating to a new facility is to replace outdated, overcrowded and inefficient buildings and to consolidate Region employees in one location. He mentioned that the Commission had authorized $450,000 for a full services architectural contract for design and construction administration of a new building if an existing building was not found. He informed the Commission that in November 1992 a building search was initiated to commercial real estate brokers in the Portland metropolitan area. Fourteen proposals were received and the top ranked proposal was Three Pacific Square, N. W. 1st Avenue and N.W. Flanders Street, represented by Norris, Beggs and Simpson/Hillman Property. He said this building is located at the west end of the Steel Bridge in the northern section of downtown Portland and has direct access to light rail. This property most closely met the evaluation criteria and provided a number of benefits. He told of the employee concerns raised relating to parking and safety at this location. Completion of the renovation and move-in is projected for early 1994. He said the property at S.E. 82nd and Ambler Road near the Clackamas Town Center was considered but it was felt this location did not meet the goals of the Oregon Transportation Plan.

Bruce Warner said currently the Department has a $10,000 contract for real estate services with Mike Ragsdale and a $50,000 contract for right-of-way review. He recommended an amendment to the $10,000 contract to expand the services of Mike Ragsdale as needed to successfully complete acquisition and development of the new Region 1 headquarters. This contract would replace the previously approved $450,000 contract for full architectural services. He said the total cost for the scope of work outlined in the amendment is $130,000. Commissioner Brody moved for approval of the amendment and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the amendment.

Don Wagner requested the expenditure of $1,431,100 in State Highway Funds for Region 3 reconnaissance work as outlined in the 1993-98 Six-Year Transportation Improvement Program. He also requested authority for the State Highway Engineer to approve personal services contracts with cities, counties, and consulting firms for the studies. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to select the contractors, award and sign the necessary contracts covering the following projects:

REGION 3 RECONNAISSANCE PLANNING PROJECTS IMPLEMENTATION STRATEGY

TIP Key #	Project Name	End Product	Contracting Agency/ Means of Production	Funding Through FY 95
04009	Jacksonville Bypass	A Transportation System Plan that provides the data needed to pursue a project-specific development phase improvements on and/or around Highway 238	*City of Jacksonville-Lead Agency* Rogue Valley Council of Governments	$65,000
06383	Brookings Couplet	A Transportation System Plan that provides the data needed to pursue a project-specific development phase improvements on and/or around Highway 101	*City of Brookings-Lead Agency* Curry County Consultant	$74,100
05655	I-5 Corridor Study	Urban interchange refinement plans, including property-specific access management plans, interchange redesign concepts, or land use modifications, as needed at critical "hot spot" interchanges identified through the system study process	Undefined	$120,000
06618	Eugene Corridor Study	Analyses and information sufficient to determine long-range interchange and grade-separated facility needs and priorities and locally supported interchange improvement strategies that can be properly advanced into the development phase of the project development process	Lane Council of Governments	$1,000,000
05191	Redwood Highway/ Rogue River Hwy Intersection	The data, local public support, and local comprehensive plan and ordinance amendments needed to properly move an improvement alternative to relieve congestion and improve safety at this intersection into the development phase of the project development process	*Rogue Valley Council of Governments-Lead Agency* City of Grants Pass Josephine County Consultant	$27,000
06491	Coos River Hwy/US 101 Intersection	The data, local public support, and local comprehensive plan and ordinance amendments needed to properly move an improvement alternative to relieve congestion and improve safety at this intersection into the development phase of the project development process	*City of North Bend-Lead Agency* City of Coos Bay Coos County Port of Coos Bay	$30,000
04693	Jordan Cove to Seven Devils/Hwy 101 Re-route	The data, local public support, and local comprehensive plan and ordinance amendments needed to properly move an improvement alternative to relieve anticipated congestion on the McCullough Bridge into the development phase of the project development process	*City of North Bend-Lead Agency* City of Coos Bay Coos County Port of Coos Bay	$115,000
			TOTAL	$1,431,100

Chairman Hollern recessed the meeting at 10:20 a.m., and he reconvened the meeting at 10:30 a.m.

Mayor Sam Cribbs, Mayor of Lincoln City, addressed the Commission on Highway 101 as it goes through Lincoln City. He said a bypass around the City is inevitable; however, to answer the immediate traffic problems, he requested that consideration be given to remedy the bottleneck areas that have developed through the years. He stated that priorities within Lincoln City should be to provide a continuous center turn lane in a five-lane road from:

- N. 37th to N. 22nd Street.
- S. 14th Street to SW Beach Street (Spanish Head area).
- Schooner Creek bridge to south city limits, which should include widening of the bridge over Schooner Creek.
- Traffic signal at N. 17th Street and Hwy. 101.
- Traffic signal at S. 32nd Street and Hwy. 101.
- Traffic signal at S. 19th and Hwy. 101.

Mayor Cribbs closed by saying these improvements would greatly improve the flow of traffic through the City and the safety to motorists and pedestrians. He stated he would like to meet with Region 3 to discuss potential access limiting to Highway 101 on some of the City streets.

George Kirkham, Chairman of the Lincoln City Traffic Safety Committee, thanked the Department for five-laning a previous four-lane section of Highway 101 in Lincoln City. He said the accident statistics have shown dramatic reductions in those five-lane sections. He told of the traffic volume and congestion in the Lincoln City area.

Mary Kacy from the Lincoln City area said she supported the concept of widening the series of bottlenecks on Highway 101 in Lincoln City under the updated Transportation Improvement Program. She stated the Department has commented: "No more State funded five-lane highways. All future Federally-funded highways will be parkways." She asked the following questions: "Will the Lincoln City bottleneck project be State or Federally funded and will those new wider sections have parkway features."

Chairman Hollern said the project is in the planning study process in order to establish a corridor plan. He stated no decisions have been made at this time. Mr. Anhorn explained the confusion might have occurred because of the demonstration parkway projects. Until the study is completed and an agreement is reached with the citizens of Lincoln City, Mr. Anhorn said it is presumptuous to say but it would not be affected by the type of funding.

June Carlson informed the Commission that the five-lane project should be considered as an option in the corridor study process.

To help clarify the questions of Ms. Kacy, Vice Chairman Whitty explained the process for the demonstration urban parkway projects.

Chairman Hollern said it is the Commission's intent to work with local communities, property owners, cities, and counties to come up with a solution that meets everyone's needs.

Bud Miles, who had invited the Commission to hold a meeting in Florence, recalled about testifying three or four years ago for passing lanes on Highway 126. He expressed his appreciation for the Noti Bypass Project, which is scheduled for a bid opening on June 24, 1993. In addition to the three passing lanes on Highway 126 scheduled for construction in 1996 and 1998, he closed by saying it is planned to secure funding for six additional passing lanes in the next Six-Year Transportation Program.

Delbert Phelps, Vice-President of Florentine Enterprises, Inc. stated it was his understanding that manufactured homes can be transported to Florence on Highway 101 from the north, regardless of height, only on Sundays between 6 a.m. and 10 a.m. He continued even this time window will be closed and no transportation of manufactured homes wider than 11 feet 6 inches overall shall occur between Memorial Day and Labor Day. Highway 126 from Eugene to Florence has no time limitations for transportation but has a height limitation of 15 feet 3 inches due to the underpass at Cushman. He said these restrictions will severely affect manufactured home sales in Florence.

Mr. Phelps suggested that an alternate overpass for manufactured homes only can be utilized on the north side of the highway by widening the pull out area and minimal reconstruction of the road leading up to the railroad grade level. He said this would allow a unit to pull to the edge of the road and when a break in traffic occurred, the flaggers could exercise flagging control and back the home up the existing and redesigned side road to the railroad grade level and then proceed across the railroad tracks and down the other side.

Mr. Phelps requested that the Highway 101 north corridor to Florence be open to all manufactured home transportation during the weekdays, Monday through Thursday, from 10 a.m. to 2 p.m. He closed by saying this could be a temporary easement of restrictions until a permanent and acceptable solution can be developed. (Copy of written testimony in Commission's files, Salem.)

Chairman Hollern asked that Mr. Anhorn look into the problem and Mr. Phelps' suggestion.

John Rayburn, Executive Director, Port of Newport, was unable to stay for the meeting but presented a letter to be added to the meeting minutes. The letter asked that two projects on Highway 20 (Eddyville-Cline Hill Project and the Pioneer Mountain-Eddyville Project in Lincoln County) retain their present status as listed in the 1993-1998 Transportation Improvement Program. The letter stated that the Port views the conditions on Highway 20 as a barrier to compete for international cargos. In addition, the Port views these projects as necessary to provide for improved access to the central coast. (Letter in Commission's files, Salem.)

There being no further business to consider, Chairman Hollern adjourned the meeting at 11:10 a.m.

At 12 noon, the Transportation Commission had lunch with local officials at the Windward Inn, 3757 Highway 101 North in Florence. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) The same persons were present as at the formal meeting. The luncheon was arranged by the City of Florence and the Florence Area Chamber of Commerce with approximately 12 officials attending the luncheon.

After lunch, the Commission viewed a slide presentation from the Siuslaw Pioneer Museum regarding historic transportation in Florence for the last 100 years.

Chairman Hollern stated that the Commission meets out of Salem about four a times a year. He felt the out-of-town meetings were a positive learning experience for the Commission to talk to local officials and to see firsthand their transportation issues. He thanked the City of Florence for their hospitality.

The luncheon adjourned at 12:45 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Community and Governmental Relations

Roger L. Breezley, Member

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Mr. Phelps requested that the Highway 101 north corridor to Florence be open to all manufactured home transportation during the weekdays, Monday through Thursday, from 10 a.m. to 2 p.m. He closed by saying this could be a temporary easement of restrictions until a permanent and acceptable solution can be developed. (Copy of written testimony in Commission's files, Salem.)

Chairman Hollern asked that Mr. Anhorn look into the problem and Mr. Phelps' suggestion.

John Rayburn, Executive Director, Port of Newport, was unable to stay for the meeting but presented a letter to be added to the meeting minutes. The letter asked that two projects on Highway 20 (Eddyville-Cline Hill Project and the Pioneer Mountain-Eddyville Project in Lincoln County) retain their present status as listed in the 1993-1998 Transportation Improvement Program. The letter stated that the Port views the conditions on Highway 20 as a barrier to compete for international cargos. In addition, the Port views these projects as necessary to provide for improved access to the central coast. (Letter in Commission's files, Salem.)

There being no further business to consider, Chairman Hollern adjourned the meeting at 11:10 a.m.

At 12 noon, the Transportation Commission had lunch with local officials at the Windward Inn, 3757 Highway 101 North in Florence. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) The same persons were present as at the formal meeting. The luncheon was arranged by the City of Florence and the Florence Area Chamber of Commerce with approximately 12 officials attending the luncheon.

After lunch, the Commission viewed a slide presentation from the Siuslaw Pioneer Museum regarding historic transportation in Florence for the last 100 years.

Chairman Hollern stated that the Commission meets out of Salem about four a times a year. He felt the out-of-town meetings were a positive learning experience for the Commission to talk to local officials and to see firsthand their transportation issues. He thanked the City of Florence for their hospitality.

The luncheon adjourned at 12:45 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Community and Governmental Relations

Roger L. Breezley, Member

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

Approve intergovernmental agreement with City of Redmond to increase public involvement process associated with the development of a transportation system plan. The City is in the process of developing a plan that would meet the requirements of the Transportation Planning Rule and meet ODOT's system planning needs for the State Highway System. The public involvement effort would need to be increased in order to meet the guidelines of the Department's corridor planning effort at an estimated cost of $18,000. Approved by Bill Anhorn on February 4, 1993. (Authorize Region 4 Manager to sign agreement.)

Dated this 10TH day of February, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

2-8-93

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

1) Personal service contract with SFC Engineering Company for consultant services at the Chiloquin State Airport in Klamath County. This contract is for an archaeological study as part of an environmental study on this airport prior to reconstruction and extension of the runway. Cost $16,016.68. (Approved by Paul Meyerhoff on February 12, 1993. Authorize Interim Aeronautics Manager to sign the contract.)

2) Contract with Oregon Transit Association to continue oversight of the Transportation '93 Committee. This will include conducting meetings, preparation of minutes, compiling recommendations on issues of financing the Transportation Plan, developing consensus and assisting in developing legislative testimony on issues affecting transportation finance. Cost $22,500. Contract will expire on July 31, 1993, or when the 1993 Legislative Session adjourns, whichever occurs first. (Approved by Paul Meyerhoff on February 12, 1993. Authorize Manager of Transportation Development Branch to sign contract.)

3) Agreement with State of Washington for a corridor study of US395 between the Tri-Cities and Pendleton. Congress appropriated $500,000 of Federal Funds for feasibility studies for this corridor. Oregon will be receiving $30,000 of the $500,000 for participation in the study. State of Washington will provide $70,000. (William Anhorn approved February 12, 1993. Authorize State Highway Engineer to sign agreement.)

4) Agreement between Clatsop County and City of Astoria for property jurisdictional changes surrounding the pending relocation of the John Day River Bridge-Youngs Bay Bridge Section of the Lower Columbia River Highway. The relocation is contingent upon the findings of an environmental impact statement that is currently being developed. Agreement calls for elimination from the State Highway System and transfer to the City and County certain portions of the Lower Columbia River Highway and redesignation of the Nehalem Highway as an extension of the Lower Columbia River Highway. (Approved by William Anhorn on February 8, 1993. Authorize State Highway Engineer to sign agreement.)

5) Contract with Joseph (Joe) B.J. Holden to conduct Airport Safety Data Inspections. This contract is in connection with an agreement with the National Association of State Aviation Officials Center for Aviation Research and Education. Contract is for one year with an option to renew for one additional year. Cost $23,530. (Approved by Manager, Transportation Development Branch February 18, 1993. Authorize Manager of Transportation Development Branch to sign agreement.)

Dated this 28 day of February, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organization Development, the following actions were taken:

1) On December 9, 1992, approved a personal service contract with Rainow Byrd-Baldwin for consultant services covering a presentation to the conference describing methods of success in DBE participation on highway construction projects, despite obstacles. This contract began December 10, 1992, and terminated December 11, 1992. Cost is not to exceed $1,595.43.

2) On December 28, 1992, approved a personal service contract with Cross & Names Management Group for the following courses: (1) "The Office Professional" - January 20, 1993, and (2) "Professional Development for Women" - February 24, 1993. Contract expires June 30, 1993. Cost is not to exceed $1,500.

3) On January 28, 1993, approved a personal service contract with Ruth I. Johnson for the following courses: (1) "Negotiating For Results" - March 24 and 25, 1993, and June 15 and 16, 1993; and (2) "Public Contact Skills" - June 17 and 18, 1993. Contract expires June 30, 1993. Cost is not to exceed $4,600.

Dated this 2nd day of March, 1993

Judy Gregory

Judy Gregory
Manager, Human Resource and Organization Development

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On December 9, 1992, signed Supplement No. 1 of a personal service contract with OBEC Consulting Engineers for preliminary and final design services necessary for replacing structures on Elk Creek and Lewis Creek, Crater Lake Highway in Jackson County. This supplement extends the contract until June 15, 1993, and increases the cost by $1,436 to a new sum not to exceed $71,136. (Oregon Transportation Commission approved February 21, 1989.)

2) On January 8, 1993, approved Resolution No. 67-92 from the City of Heppner for spending Special Cities Allotment Funds for the Willow Creek (South Court Street) Bridge Replacement Project.

3) On January 14, 1993, signed Amendment No. 2 to an agreement with Lower Umpqua Hospital Foundation for the Dunes Rescue Equipment Project. This amendment will expand the scope of the project to include the purchase of additional rescue/extrication equipment. There is no additional cost to the Department. The All-Terrain Vehicle Account Allocation Committee recommended this project for funding on October 16, 1992. (Chairman Michael Hollern approved amendment on November 15, 1992.)

4) On January 20, 1993, approved a resolution from the City of Monument for disbursement of their State Tax Street Funds. Completion date is estimated by the end of 1997.

731-0314A (10-90)

5) On January 25, 1993, approved Supplement No. 1 of a personal service contract with Peggy Naumann for writing and editorial services. This supplement extends the contract until July 31, 1993.

6) On January 25, 1993, approved Supplement No. 1 of a personal service contract with Arlene Landry for writing and editorial services. This supplement extends the contract until July 31, 1993.

7) On January 25, 1993, signed a Memorandum of Understanding with the U. S. Department of Agriculture, Forest Service, covering highways over National Forest Lands. (The Oregon Transportation Commission approved on January 20, 1993.)

8) On January 26, 1993, signed Supplemental No. 1 to a personal service contract with the Oregon All-Terrain Vehicle Association for the All-Terrain Vehicle Program administration. This supplement extends the contract to April 30, 1993, and increases the cost from $16,500 to a total not to exceed $82,500. (Oregon Transportation Commission approved December 15, 1992.)

9) On January 26, 1993, approved an emergency repair for a slide which occurred early in January near M. P. 49 on the Coos Bay-Roseburg Highway in Douglas County. The preliminary estimate for this work is $20,000 to $30,000.

The slide rotation caused pavement to heave approximately 18 inches in the westbound lane. Maintenance forces began traffic control measures to close the westbound lane and utilize the eastbound passing lane for westbound traffic. Region geology personnel reviewed the site and began design of the necessary repairs. During the weekend of January 23 and 24, 1993, the pavement raised an additional 12 inches, the heave encroached into the center lane now being used by westbound traffic. Due to potential hazard to the traveling public and the possible closure of the highway, I have declared an emergency to exist.

Due to the emergency nature of the situation, time was not available to formally obtain bids and the District Manager was directed to enter into a contract with a firm capable of completing the needed repairs in expedient manner.

10) On January 28, 1993, signed an intergovernmental agreement with the City of Portland providing for bridge inspection on various bridges in the Portland area. Cost not to exceed $66,332.15. (Oregon Transportation Commission approved May 21, 1992.)

11) On January 28, 1993, signed agreement with the City of Springfield for improvements on the McKenzie Highway at 21st Street. Estimated cost of $107,000. (Oregon Transportation Commission approved on July 21, 1992.)

12) On February 1, 1993, signed Amendment No. 1 to a personal service contract with Dye Management Group, Inc., covering the 1993 Oregon Roads Finance Study Project Management. This amendment amends the scope of work, increases the cost $30,000 to a new sum not to exceed $230,000, and extends the contract until August 1, 1993. (Oregon Transportation Commission approved January 29, 1991.)

13) On February 1, 1993, signed Amendment No. 1 to a personal service contract with Booz, Allen and Hamilton, Inc., covering the 1993 Oregon Roads Finance Study Project. This amendment amends the scope of work/language, increases the cost $109,360 to a new sum not to exceed $1,325,870, and extends the contract until June 30, 1993. (Oregon Transportation Commission approved January 29, 1991.)

14) On February 4, 1993, signed an agreement with the City of Beaverton, City of Tigard, and Washington County covering the widening and a signal upgrade project on the Cascade Boulevard and Scholls Highway. (Oregon Transportation Commission approved July 21, 1992, as part of the Six-Year Transportation Improvement Program.)

15) On February 8, 1993, signed an agreement with Oregon State University for an evaluation of open graded "F" mixes for water sensitivity. Cost will not exceed $24,923. Services to be performed by July 31, 1993. (Chairman Hollern approved January 18, 1993.)

Dated this day 1ST of MARCH, 1993

William Anhorn
State Highway Engineer

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Green Springs Highway-Midland Highway Junction Section of The Dalles-California Highway in Klamath County. Bids received January 28, 1993. Contract No. 11,276 awarded on February 11, 1993, to Hamilton Construction Company (Oregon), Springfield, in the amount of $10,302,868.00.

2) Traffic signal installation on the Northeast Portland Highway at 112th Avenue in Portland, Multnomah County. Bids received January 28, 1993. Contract No. 11,277, awarded on February 11, 1993, to H & H Electric, Inc., Portland, in the amount of $27,164.75.

3) For the Horse Ridge Rock Production Project on the Central Oregon Highway in Deschutes County. Bids received January 28, 1993. Contract No. 11,279, awarded on February 5, 1993, to Hay & Clark Crushing Co., McMinnville, in the amount of $247,800.00 (Alternate B).

4) Work on the 42nd Street-McKenzie Highway Section of the Eugene-Springfield Highway in Lane County. Bids received January 28, 1993. Contract No. 11,285 awarded on February 11, 1993, to Hamilton Construction Company (Oregon) Springfield, in the amount of $1,759,198.50.

Dated this 1st day of March, 1993

William Anhorn
State Highway Engineer

731-0314A (10-90)

DAMAGE TO STRUCTURE CLAIMS

1992 Fourth Quarter Report

CLAIMS PENDING as of October 1, 1992	511
CLAIMS OPENED	205
CLAIMS CLOSED	229
CLAIMS PENDING as of December 31, 1992	487

REVENUE AMOUNTS

170 Full Payments	$ 239,831.53
132 Partial Payments	17,972.69
Total	$ 257,804.22

ABANDONMENTS

59 Claims	$ 31,556.79

Prepared by
Laurie A. Hall, Damage Claims Coordinator
Department of Justice
Finance and Government Section

JGG04F32
1/15/93

C

March 17, 1993

ANNUAL REPORT

DAMAGE TO STRUCTURE CLAIMS

as of January 1, 1993

1983	$ 467,551.22	(414 claims opened)
1984	575,497.35	(544 claims opened)
1985	583,942.72	(553 claims opened)
1986	1,049,426.36	(533 claims opened)
1987	839,993.36	(570 claims opened)
Five year total (1-1-83 through 12-31-87):	$3,516,411.01	
1988	$1,386,493.77	(578 claims opened)
1989	779,386.43	(574 claims opened)
1990	977,549.24	(620 claims opened)
1991	521,304.57	(554 claims opened)
1992	916,144.93	(662 claims opened)
Five year total (1-1-88 through 12-31-92):	$4,580,878.94	
Ten year total (1-1-83 through 12-31-92):	$8,097,289.95	

Prepared by
Laurie A. Hall, Damage Claims Coordinator
Department of Justice
Finance and Government Section

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Services Manager (formerly Program Section Manager), the following actions were taken:

1) Signed the following Special City Allotment Agreements: (Transportation Commission approved October 20, 1992.)

DATE SIGNED	CITY	PROJECT
01/26/93	Lafayette	7th St. (Madison St. to Grade School)
01/26/93	Reedsport	Ranch Road (Longwood St. to Frontage Rd.)

2) On January 20, 1993, signed a local agency agreement with the City of Portland for improvements on Johnson Creek Boulevard in the vicinity of SE 32nd Avenue-SE 45th Avenue. (Program Section Manager approved project on November 22, 1991.)

3) On January 21, 1993, signed an agreement with Marion County for the construction of the new Pudding River (Silverton Road) Bridge #1329A. (Program Section Manager approved project on March 18, 1992.)

4) On January 21, 1993, signed an agreement with the City of Coos Bay and the City of North Bend for construction on Virginia Avenue westward from Arthur Street to Crocker Street and a portion of Crocker Street between Virginia Avenue and John Street. (This project was approved by the Oregon Transportation Commission on July 21, 1992, as a part of the Six-Year Highway Improvement Program.)

5) On February 1, 1993, signed a special city allotment agreement with the City of Aumsville for improvements of the Olney Street (8th to 11th Street) project. (Oregon Transportation Commission approved October 20, 1992. Agreement signed by Joe Speight for Program Section Manager.)

6) On February 1, 1993, signed a special city allotment agreement with the City of Detroit for improvements of the Guymoore Drive (Highway 22 to Howe Street) Project. (Oregon Transportation Commission approved October 20, 1992. Agreement signed by Joe Speight for Program Section Manager.)

7) On February 1, 1993, signed a fund exchange agreement with the City of Monmouth covering Jackson Street, Madrona Avenue, and Knox Street in Monmouth, and Stryker Road in Independence. (Oregon Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Manager approved on October 28, 1992. Agreement signed by Joe Speight for Program Section Manager.)

8) On February 3, 1993, signed a fund exchange agreement with the City of Redmond covering the Black Butte Drive (Canyon Drive-Rimrock) Project. (Oregon Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. Program Manager approved project on February 9, 1993.)

9) On February 3, 1993, signed an agreement with the Department of Parks and Recreation for replacement of the Cascadia Bridge located on the Santiam River, Cascadia State Park in Linn County. (Oregon Transportation Commission approved July 21, 1992, as part of the Six-Year Transportation Improvement Program.)

Dated this 2nd day of March, 1993

Cam Gilmour

Cam Gilmour, Manager
Program Services

February 24, 1993

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MAR 2 1993
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

February 19, 1993 COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
Fund Exchange					
West Eugene Parkway West 11th to Garfield City of Eugene		$320,000	$300,800		1/25/93
West 11th Avenue Tyinn-Garfield City of Eugene		$700,000	$658,000		1/25/93
Harlow Road Garden Way-Dornach St. City of Eugene		$200,000	$188,000		1/25/93
28th Street Centennial-E St. City of Springfield		$450,000	$423,000		1/29/93
42nd St.-Main St. Railroad X'ing City of Springfield		$523,000	$491,620		1/29/93
Hwy 240 @ Country Club Road City of Woodburn		$121,721	$114,418		2/05/93
Walton Road Union County		$604,855	$568,564		2/08/93
Black Butte Drive City of Redmond		$82,455	$77,508		2/09/93

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731-0314A(12-90)

Fund Exchange

Tangent & Main Street City of Lebanon	$215,732	$202,788	2/18/93
Grande Ronde River (Troy) Bridge Wallowa County	$140,000	$131,600	2/18/93

Approved Cam Gilmour
Cam Gilmour, Manager
Program/Project Management Services

Date February 19, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On February 4, 1993, adopted Speed Zone Order No. 1027 covering the following sections near City of Talent on the Rogue Valley Highway No. 63 in Jackson County:

    45 MPH M.P. 13.76 to M.P. 13.86
    50 MPH M.P. 14.65 to M.P. 14.73
    50 MPH M.P. 14.77 to M.P. 14.82

    Rescinded Speed Zone Resolution No. 596 dated January 11, 1972.

2) On February 4, 1993, adopted Speed Zone Order No. 1028 covering the following sections at the north city limits of Wheeler on the Oregon Coast Highway No. 9 in Tillamook County:

    45 MPH M.P. 46.90 to M.P. 47.08
    45 MPH M.P. 47.77 to M.P. 47.95

    Rescinded Speed Zone Resolution No. 843 dated June 25, 1980.

Dated this 1st day of March, 1993

Dwayne Hofstetter, Traffic Engineer

February 25, 1993

731-0314A (10-90)

F

March 17, 1993

DATE: **JANUARY, 1993**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

AGREEMENTS: (35-48)

1) ODOT Agreement No. RR 1325; with Southern Pacific Transportation Company; SPTC agrees to furnish and install 2 flashing light signals and 2 automatic gate signals at grade crossing of **CORDON ROAD** and the Geer Main Branch; Crossing No. CG-722.40; Marion County; Estimated Cost $104,805; Approved 4/20/92.

2) ODOT Agreement No. RR 1336; Service Contract No. 92-11; with Southern Pacific Transportation Company; SPTC agrees to furnish and install 2 flashing light signals and 2 automatic gat signals, and widen roadway to 28 feet in width; Estimated Cost $94,472; Approved 5/06/92.

3) ODOT Agreement No. RR 1339; with Southern Pacific Transportation Company; SPTC agrees to furnish and install 2 OPUC cantilevered flashing light signals and 2 Automatic Gates, and wiring, controls, and a 60 feet wide grade crossing of **SALMON RIVER HIGHWAY** and the Newberg Line of SPTC (Crossing No. P-742.20); Yamhill County; Estimated cost $217,049; Approved 5/27/92.

4) ODOT Agreement No. RR 1353; Service Contract No. 92-27; with Southern Pacific Transportation Company; SPTC agrees to reconstruct crossing to accommodate a w8-foot roadway, furnish and install two light signals and 2 automatic gate signals at PUC Crossing No. CO-659.2 **HUSTON ROAD**; Lane County; Estimated Cost $97,190; Approved 10/19/92.

5) ODOT Agreement No. RR 1354; Service Contract No. 92-28; with Southern Pacific Transportation Company; SPTC agrees to widen roadway 28 feet in width, furnish and install 2 flashing light signals and 2 automatic gate signals at existing grade crossing of Canary Road 5320, Coos Bay Branch, Lane County; Estimated cost $109,081; Approved 9/01/92.

6) ODOT Agreement No. RR-1359; Service Contract No. 92-14; with Southern Pacific Transportation Company; SPTC permits ODOT to construct, maintain and operate an underground traffic connection at or near RR Stn. of Greton, M.P. FD-752.61, Washington County; Cost $425; Approved 12/16/92.

R/W SERVICE AGREEMENTS: (35-50)

7) R/W Service Agreement #387 with U.S. Dept. of Interior; Bureau of Land Management; BLM agrees to perform those services related to the acquisition of right-of-way for State; **WEST 11TH-GARFIELD SECT. - FLORENCE-EUGENE HWY.**; Preliminary cost estimate to be provided by Agency; Approved 12/07/92.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35-41)

CLACKAMAS COUNTY:

CLACKAMAS HWY.-GLADSTONE INTERCHANGE (UNIT 2) - SE 82ND DRIVE:

6166 013	Timothy A. Lundgren	$ 400	App. 12/13/92

S.W. JEAN RD.-S.W. MADRONA ST (LAKE OSWEGO) - LOWER BOONES FERRY ROAD:

53247	Brian T. Meehan; Elissa M. Meehan	$ 1,000	App. 12/03/92

COLUMBIA COUNTY:

COLUMBIA CITY NCL-WARREN - COLUMBIA RIVER HIGHWAY:

58976	Charles L. McCartney, Jr.	$ 76,000	App. 12/24/92

COOS COUNTY:

CATCHING SLOUGH BRIDGE - COOS RIVER HIGHWAY:

6083 003	Yoko Frederickson (Previously paid to Beryl M. Frederickson and payment was returned)	$ 1,300	App. 12/21/92

DESCHUTES COUNTY:

BEND PARKWAY, PHASE 1 - THE DALLES-CALIFORNIA HIGHWAY:

6142 501	John & H. Nadine Skillern	$155,100	App. 12/13/92

BEND PARKWAY, PHASE 2 - THE DALLES-CALIFORNIA HIGHWAY:

6118 011	Allen J. & Barbara Reilly	$ 65,000	App. 12/03/92

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE - PACIFIC HIGHWAY:

6112 011	Lucile H. Steele	$ 62,500	App. 12/21/92
6112 025	Clifford W. & Alice May Kinney	$ 17,905	App. 10/08/92
6112 047	Rapat, Inc.	$ 35,500	App. 11/24/92

O'XING S.P.R.R.-I-5 - ROSEBURG-COOS BAY HIGHWAY:

6114 002	Geoffrey A. and Kathleen A. Stark	$ 7,000	App. 12/22/92

GRANT COUNTY:

PRAIRIE CITY-DIXIE SUMMIT - JOHN DAY HIGHWAY:

6131 010	B. D. Cline	$ 300	App. 12/13/92

HOOD RIVER COUNTY:

MT. HOOD-LONG PRAIRIE ROAD - MT. HOOD HIGHWAY:

57110	Allen E. Berreth; Deborah S. Day	$114,700	App. 12/03/92

OPTIONS: (Continued)

JEFFERSON COUNTY:

KAH-NEE-TA/PELTON DAM:			
6106 002	Robert W. & Roxanne McInturff	$ 9,630	App. 12/13/92

KLAMATH COUNTY:

SOUTHSIDE BYPASS EXTENSION - SOUTHSIDE BYPASS EXTENSION HWY.:			
59226	Joseph T. Riker, III; Joan Riker	$ 20,550	App. 11/16/92

LANE COUNTY:

NOTI-VENETA (WEST UNIT) - FLORENCE-EUGENE HIGHWAY:			
6074 004	Thomas E. & Anna Brewer Blakemore	$ 1,050	App. 12/13/92
6074 011	Eurshell Campbell; Sylvia Campbell	$ 15,000	App. 12/01/92
6074 021	John Urciuoli; Mary Urciuoli	$ 65,400	App. 11/16/92
6074 030	Anna Belle Bolling, et al	$ 7,400	App. 12/22/92

LINCOLN COUNTY:

YAQUINA BAY BRIDGE #1820 - OREGON COAST HIGHWAY:			
59179	Division of State Lands	$ 8,886	App. 12/13/92

LINN COUNTY:

HALSEY INTERCHANGE-LANE COUNTY LINE - PACIFIC HIGHWAY:			
58847	Southern Pacific Transportation Company	$ 2,500	App. 11/16/92

MARION COUNTY:

MILL CITY-GATES - NORTH SANTIAM HIGHWAY:			
6075 019	Young & Morgan Timber Company	$ 10,920	App. 12/21/92
6075 021	Frank Lumber Company	$ 1,424	App. 12/07/92
SILVERTON RD.-STATE ST. (SALEM) PHASE 2 - PACIFIC HIGHWAY:			
6027 010	Harrison J. Goldin, Esq., Ttee, Goldin Assoc. L.P.	$465,000	App. 12/17/92
6027 010	Circle K Convenience Stores, Inc.	$ 25,000	App. 12/17/92
6027 026	Bethel Baptist Church of Salem	$ 43,000	App. 11/28/92
6027 032	Alan DeWayne & Nancy Carol Schmidt	$ 5,400	App. 12/07/92
6027 045	Doris L. Lock	$ 10,000	App. 12/17/92
6027 068	Harris Enterprises, Inc.	$350,000	App. 12/22/92

Report of Actions Taken Under Delegated Authority
January, 1993 - Page Four

OPTIONS: (Continued)

MULTNOMAH COUNTY:

N. PDX RD.-I-5 (MARINE DR.) - SWIFT:

6120 004	James River II, Inc.	$161,450	App. 12/28/92

NE 192ND-NE 195TH - NE HALSEY HWY.

6115 001	Bernard & Barbara Massinger	$ 3,500	App. 11/28/92

WESTSIDE LIGHT RAIL LINE SECTION 5 - WESTSIDE LIGHT RAIL:

6168 001	Donald M. Clevinger; Richard R. Clevinger;	$125,000	App. 12/03/92
6168 003	Nicholas A.J. Sumich	$ 95,000	App. 11/28/92
6168 005	Terry S. Williams	$100,000	App. 12/13/92
6168 023	Dianne L. Sherman	$ 450	App. 11/24/92
6168 024	Frank F. Weigel, Jr.	$ 500	App. 11/24/92
6168 055	Lori Ann Iammatteo	$ 750	App. 12/13/92
6168 058	Kelly D. Sutherland; Carol M. Bernards-Sutherland	$ 1,100	App. 11/24/92
6168 060	Estate of Virginia R. Affleck (Barbara J. Affleck)	$ 200	App. 12/03/92
6168 065	Kent B. Krafve	$ 1,300	App. 11/24/92
6168 074	Kent B. Krafve	$ 400	App. 12/03/92

WASHINGTON COUNTY:

EDY/SCHOLL - PACIFIC HIGHWAY WEST:

6060 025	Robert A. Gray; James R. Gray	$ 1,150	App. 12/17/92

SW 82ND PLACE - GOLF CREEK ACCESS ROAD:

6180 002	Edwin T. and Margaret L. Blatter	$ 25,000	App. 12/22/92

SW CENTER ST.-SW 76TH - SUNSET HIGHWAY:

6133 302	Linda S. Boelens-Carolus	$ 89,000	App. 12/22/92
6133 304	Peter L. & Hilary A. Clarke	$103,000	App. 12/03/92
6133 319	First Interstate Bank of Oregon NA Ttee fbo Harry A. Sauberli	$169,000	App. 12/17/92
6133 339	Patricia Diane Mangham	$ 250	App. 12/28/92
6133 340	Gordon A. & Barbara Jean Johnson	$ 1,875	App. 11/20/92
6133 353	Donald L. & Virginia J. Jenkins; Alta Coulter	$ 250	App. 12/13/92

Dated this 9th day of February, 1993

Steven Green, Right of Way Manager

DATE: **FEBRUARY, 1993**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

CROOK COUNTY: **OLD PRINEVILLE M.S. - OCHOCO HIGHWAY**:
1) File 11699 - Containing 1.79 acres; $52,500; Approved 1/22/93.

MULTNOMAH COUNTY:

BARTON-ESTACADA - CLACKAMAS HIGHWAY & BIKEWAY:
2) File 40855 - Containing 6,000 Sq. Ft.; $ 1,000; Approved 1/22/93.

COLUMBIA RIVER-SE HINKLEY - E. PORTLAND FREEWAY:
3) File 42988 - Containing 8,200 Sq. Ft.; $11,000; Approved 1/19/93.
4) File 44661 - Containing 29,481 Sq. Ft.; $42,500; Approved 1/19/93.
5) File 44868 - Containing 25,585 Sq. Ft.; $35,200; Approved 1/19/93.
6) File 45375 - Containing 26,031 Sq. Ft.; $38,000; Approved 1/19/93.
7) File 45428 - Containing 32,320 Sq. Ft.; $31,000; Approved 1/19/93.
8) File 45744 - Containing 33,347 Sq. Ft.; $44,000; Approved 1/19/93.
9) File 45849 - Containing 16,568 Sq. Ft.; $25,500; Approved 1/19/93.
10) File 46793 - Containing 4,628 Sq. Ft.; $ 9,000; Approved 1/19/93.

MARQUAM BRIDGE-SE 84TH AVENUE - MT. HOOD FREEWAY:
11) File 44073 - Containing 4,000 Sq. Ft.; $12,000; Approved 1/19/93.
12) File 44919 - Containing 3,500 Sq. Ft.; $ 8,000; Approved 1/19/93.

N. PORTLAND HARBOR-N. RUSSELL - PACIFIC HIGHWAY:
13) File 38147 - Containing 12,00 Sq. Ft.; $18,000; Approved 1/19/93.

SE FOSTER-SE HINKLEY AVE - EAST PORTLAND FREEWAY:
14) File 45908 - Containing 5,850 Sq. Ft.; $40,250; Approved 1/19/93.

SUNSET INTERCHANGE-MARQUAM BRIDGE - STADIUM FREEWAY:
15) File 34125 - Containing 15,620 Sq. Ft.; $470,000; Approved 1/19/93.

WILLAMETTE RV.-I-205 - COLUMBIA RIVER HIGHWAY:
16) File 51295 - Containing 9,040 Sq. Ft.; $250,000; Approved 1/28/93.

AGREEMENTS: (35-48)

17) ODOT Agreement No. RR-1360; Service Contract No. 93-1; with Southern Pacific Transportation Company; SPTC will access track settlement and, if necessary, adjust track surface level; also relocate a railroad communication line, and inspection services; **GREEN SPRINGS HWY.-MIDLAND JUNCTION SECTION - THE DALLES-CALIFORNIA HWY. - KLAMATH COUNTY**; Estimated cost $134,032; Approved 1/12/93.

PERSONAL SERVICE CONTRACTS: (35-46)

18) Amendment No. 1 to Personal Services Contract No. 11,198 with Pro Data, Inc.; for the purpose of extending the completion time to 6/30/93; all other terms and conditions of the original contract remain in force and effect; Approved 12/16/92.

19) Demolition Contract No. R6112033-99-99; with Black's Excavating & Hauling; for demolition of house at 495 NW Wide Ave., Roseburg OR; Start Date: 1/21/93; End Date: 2/22/93; Cost $1,000; Approved 1/21/93.

20) Demolition Contract No. 6125004-99-99 with Emmert Industrial Corp.; for demolition of three residential structures: 1740 SW 76th; 1778 SW 76th; and 1800 SW 76th, Portland OR (Files 6125004, 005, 006); asbestos removal and cleanup; Start Date: 1/26/93; End Date: 3/15/93; Cost $19,985; Approved 1/26/93.

INDENTURES AND GRANTS OF ACCESS: (35-54)

21) File 19727 - Indenture of Access with Reid on the westerly side of the **TUALATIN RIVER-MIDDLETON SECTION** of the **PACIFIC HIGHWAY**; Washington County; Approved 1/20/93.

22) File 26128 - Indenture of Access with Medford Dodge on the westerly side of the **GRANTS PASS SECTION** of the **REDWOOD X-LINE HIGHWAY**; Josephine County; Approved 12/03/92.

23) File 44496 - Indenture of Access with Kemp & Joy Enterprises on the easterly side of the **BROOKINGS-WINCHUCK RIVER SECTION** of the **OREGON COAST HIGHWAY**, Curry County; Approved 11/09/92.

24) File 45098 - Indenture of Access with Shirfcliff on the southerly side of the **WINSTON-SHADY SECTION** of the **COOS BAY-ROSEBURG HIGHWAY**; Douglas County; Approved 11/19/92.

25) File 58829 - Indenture of Access with Beckley on the easterly side of the **WINCHESTER INTERCHANGE SECTION** of the **OAKLAND-SHADY HIGHWAY**; Douglas County; Approved 12/28/92.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35-41)

CLACKAMAS COUNTY:

CAZADERO SLIDE REPAIR (MP 29) - CLACKAMAS HIGHWAY:

59160	Portland General Electric Co.	$ 22,700 App. 01/27/93

S.W. JEAN RD.-S.W. MADRONA ST (LAKE OSWEGO) - LOWER BOONES FERRY ROAD:

52319	Mary Ellen Quick; LandVest, Inc.	$ 16,000 App. 11/17/92
52321	Joyce P. Hyde	$ 5,500 App. 01/11/93
52323	Steven R. Hambleton; Bonnie L. Hambleton	$ 3,450 App. 01/15/93
52324	Barbara A. McGinnis	$ 16,000 App. 01/15/93
52331	Nancy A. Erdman	$ 3,900 App. 01/11/93
52334	Russell Diehl; David R. Westcott	$ 7,000 App. 01/22/93

OPTIONS: (Continued)

COLUMBIA COUNTY:

COLUMBIA CITY NCL-WARREN - COLUMBIA RIVER HIGHWAY:

58941	Ralph A. & Betty R. Pearson	$ 88,000 App. 01/22/93

DESCHUTES COUNTY:

BEND PARKWAY, PHASE 1 - THE DALLES-CALIFORNIA HIGHWAY:

6142 523	Victoria L. Bishop	$139,150 App. 01/14/93

BEND PARKWAY, PHASE 2 - THE DALLES-CALIFORNIA HIGHWAY:

6118 009	William R. and Sandra L. Enright	$100,550 App. 11/28/92

MURPHY RD.-LAVA BUTTE - THE DALLES-CALIFORNIA HIGHWAY:

6156 005	Arnold Irrigation District	$ 1,625 App. 01/27/93

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE - PACIFIC HIGHWAY:

6112 001	Arnold Landau; Realvest Corp.; Tom Siffermann	$ 2,300 App. 01/22/93
6112 010	Cindy Kay Dodson	$ 26,000 App. 01/19/93
6112 012	Loren L. Wittrock	$ 33,900 App. 01/07/93
6112 020	Mack D. Clark	$ 375 App. 01/22/93
6112 036	Gail M. Fry	$ 2,640 App. 01/19/93
6112 042	Glenn L. & Hazel L. Chamberlain	$ 66,000 App. 01/19/93
6112 046	Garden Hills No. 1 Owners' Association	$ 150 App. 01/15/93

GRANT COUNTY:

DAYVILLE-FLAT CREEK - JOHN DAY HIGHWAY:

6006 010	Clifton MacKay; Zella Mackay	$ 300 App. 01/11/93

PRAIRIE CITY-DIXIE SUMMIT - JOHN DAY HIGHWAY:

6131 009	Michael D. Orr and Gina M. Orr	$ 1,000 App. 01/14/93

HOOD RIVER COUNTY:

MT. HOOD-LONG PRAIRIE ROAD - MT. HOOD HIGHWAY:

57153	Mt. Hood Assembly of God (Pastor Steve Trimble)	$ 27,000 App. 01/11/93
59147	Jess L. & Ruby L. Gross	$ 10,700 App. 01/13/93

JEFFERSON COUNTY:

KAH-NEE-TA/PELTON DAM:

6106 001	USA-Trust for Confederated Tribes-BIA	$ 19,400 App. 01/27/93
6106 006	USA-Trust for Confederated Tribes-BIA	$ 5,025 App. 01/27/93

OPTIONS: (Continued)

LANE COUNTY:

NOTI-VENETA (WEST UNIT) - FLORENCE-EUGENE HIGHWAY:

6074 005	Pedro Max & Julia T. Vasquez	$ 3,000 App. 01/22/93
6074 008	Walter M. & Verna C. Shafer	$ 10,510 App. 01/14/93

LINN COUNTY:

QUEEN AVE.-CORVALLIS/LEBANON HWY. (PHASE II) - ALBANY-JUNCTION CITY HWY.:

55452	Tim Moyer	$ 6,450 App. 01/22/93

MARION COUNTY:

SILVERTON RD.-STATE ST. (SALEM) PHASE 2 - PACIFIC HIGHWAY:

6027 024	Elkhorn Valley Golf Course, Inc. (Cutler)	$ 60,000 App. 12/13/92

SPRR-SILVERTON ROAD - PACIFIC HIGHWAY:

6045 006	Hueneke, Inc.	$224,900 App. 12/29/92

MULTNOMAH COUNTY:

207TH AVENUE CORRIDOR - NE 207TH AVE.:

6127 003	Virginia A. Schroeder	$ 19,350 App. 12/03/92

WESTSIDE LIGHT RAIL LINE SECTION 5 - WESTSIDE LIGHT RAIL:

6168 004	Francisco Chin	$ 75,000 App. 01/21/93
6168 017	Florence Kleiner	$ 850 App. 01/15/93
6168 018	Mult. Cnty. School Dist. No. 1J	$ 1,900 App. 01/27/93
6168 032	C. Norman & Dolores C. Winningstad	$ 500 App. 12/28/92
6168 038	Ernest A. McDougal; Barbara A. McDougal	$ 1,715 App. 12/29/92
6168 047	James C. & Joann E. Maletis	$ 350 App. 01/27/93
6168 050	Dennis B. & Rosemarie Z. Ferguson	$ 2,000 App. 01/22/93
6168 051	Nicholas P. & Susan A. Moros	$ 850 App. 01/22/93
6168 053	Kristin S. Bailey	$ 2,125 App. 12/29/93
6168 056	Charles Q. BeLusko; Kathleen G. BeLusko	$ 750 App. 01/22/93
6168 062	Samuel Prochovnic; Dawn Prochovnic	$ 750 App. 01/15/93
6168 064	Arlen L. Sheldrake; Rita J. Sheldrake	$ 800 App. 12/17/92
6168 067	David E. Wall & Phyllis C. Kennedy-Wall	$ 200 App. 01/11/93
6168 070	Joseph E Weston; Marilyn J. Weston (Weston Invest)	$ 2,242 App. 01/06/93
6168 072	SMP Opportunity Fund III (Scherzer Partners, Inc.)	$ 2,100 App. 01/22/93
6168 073	Joseph E. Weston; Marilyn J. Weston (Weston Invest)	$ 2,925 App. 01/15/93

OPTIONS: (Continued)

WASHINGTON COUNTY:

CAMELOT INTERCHANGE-SYLVAN INTERCHANGE - SUNSET HIGHWAY:

6125 009	Alvin H. & Audrey C. Sinner	$135,000 App. 12/29/92

SHUTE PARK-SE 21ST - TUALATIN VALLEY HIGHWAY:

57642	Rose B. Kiggins	$ 10,700 App. 12/18/92

SW CENTER ST.-SW 76TH - SUNSET HIGHWAY:

6133 354	Tualatin Hills Park & Recreaton District	$ 900 App. 01/22/93

T.V. HWY-SUNSET INTERCHANGE - BEAVERTON-TIGARD HIGHWAY:

6133 320	Do Mun Kim; Kui Ok Kim	$147,400 App. 01/07/93
6125 028	Do Mun Kim; Kui Ok Kim (Ethel S. Jennings)	$ 2,600 App. 01/07/93

WESTSIDE LIGHT RAIL LINE SECTION 5 - WESTSIDE LIGHT RAIL:

6168 037	Karla Waltman	$ 1,302 App. 01/06/93
6168 030	Donis McArdle	$ 1,261 App. 01/14/93
6168 040	Hilda M. Kennedy	$ 756 App. 12/24/92
6168 041	Alpha C. White	$ 1,276 App. 12/24/92

Dated this 9th day of February, 1993

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

BEND PARKWAY SECTION OF THE DALLES-CALIFORNIA HIGHWAY

6142506	Joyce P. Kirkpatrick	Offer:	$ 72,500.00

CLEAR CREEK BRIDGE #2838 SECTION OF THE BAKER-COPPERFIELD HIGHWAY

6181002	Delores O. West	Offer:	$ 100.00

HWY 217 INTCHGE-SYLVAN (ZOO) INTCHGE SECTION OF THE SUNSET HIGHWAY

6125012	Edward D. & Lillian M. Pointer	Offer:	$300,000.00

MINAM RIVER RD.-MINAM SECTION OF THE WALLOWA LAKE HIGHWAY

6145001	Charles B. Harris, III, et al	Offer:	$ 500.00

NOTI-VENETA WEST UNIT SECTION OF THE FLORENCE-EUGENE HIGHWAY

6074013	Swanson-Superior Forest Products	Offer:	$ 3,315.00

PRAIRIE CITY-AUSTIN JUNCTION SECTION OF THE JOHN DAY HIGHWAY

6131005	John C. Forrest, Admin. to Estate	Offer:	$ 1,000.00

SAMS VALLEY/SHADY COVE SECTION OF THE CRATER LAKE HIGHWAY

6091020	Gary D. Kaiser & Glenda Kaiser	Offer:	$ 10,650.00
6091033	Howard & Patricia Ferguson		1,250.00
6091036	Gerald Burge		3,450.00
6091054	Lloyd & Marcia Dodenhoff		1,000.00

Dated this 26th day of February, 1993.

for Steve Green, Manager
Right of Way Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, the following actions were taken:

1) On December 14, 1992, approved an agreement with Lake of the Woods Resort for cooperative snow removal at the Rainbow Bay parking area and US Forest Service access roads 3704 and 3704110.

2) On January 6, 1993, approved a personal service contract with MacDonald-Miller Company, Inc. for an analysis of bituminous mix laboratory ventilation system and recommendation of a fume hood design for purchase and installation. This contract is to begin January 11, 1993, and terminate on or before January 25, 1993. The Department agrees to pay a lump sum of $828.

3) On February 5, 1993, approved a personal service contract with Tim Rhay to provide six training sessions for integrated pest management. This contract expires October 30, 1993, and the cost will not exceed $4,380.

Dated this 1st day of March, 1993

Wayne Cobine

Wayne Cobine, Manager
Office of Operations

February 25, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following actions were taken:

1) On December 16, 1992, approved Amendment No. 1 to a personal service contract with L. R. Squier Associates, Inc., covering geotechnical consultations on the Highland Interchange Project in Multnomah County. Amendment adds a new paragraph to Exhibit "A" under Statement of Work.

2) On January 15, 1993, signed Amendment No. 1 to a personal service contract with Cambridge Systematics, Inc. for Pontis Bridge Management System Project. This amendment will extend the contract to April 30, 1993. (Chairman Michael Hollern approved project on April 10, 1992.)

3) On January 28, 1993, signed Amendment No. 1 to a personal service contract with Golder Associates, Inc., for additional geotechnical services for the Rocky Point Viaduct Project near Port Orford. This amendment extends the contract to March 31, 1993. (Chairman Michael Hollern approved original agreement on September 4, 1992.)

Dated this 3rd day of March, 1993

Terry J. Shike

Terry J. Shike, Bridge Engineer

February 24, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, now renamed as Region 2 Manager, the following action was taken:

1) On January 28, 1993, abandoned four property damage claims totaling $4,676.10. Each claim was less than $5,000. (Detailed information in Commission's files, Salem.)

Dated this 2rd day of March, 1993

Ken Husby
Region 2 Manager

February 24, 1993

731-0314 (10-90)

Oregon Department of Transportation

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. On February 7, 1992, signed a vehicle lease agreement with the City of Astoria (signed by Denny Moore).

2. On June 17, 1992, signed two amendments for STG Demonstration Grants (signed by Denny Moore):

   A. Request for extension of the 1991-92 STG Agreement for the Mobility Management project approved for Rogue Valley Transportation District.

   B. Request for extension of the 1991-92 STG Agreement for the Transportation Planning project approved for Douglas County.

3. On June 26, 1992, signed two amendments for STG Capital Assistance Agreements (signed by Denny Moore):

   A. Request for extension of the 1991-92 STG Agreement for capital purchases approved for Coos County.

   B. Request for extension of the 1991-92 STG Agreement for capital purchases approved for Linn County.

4. Federal Transit Administration Section 18 Program (Small City Capital Assistance Program). A state and federal funded program to provide capital assistance for public transportation service.

   Approved and Signed 10-08-92

Contractor	Amount
Tri-Met	$ 79,700

5. On October 14, 1992, signed a Special Transportation Grant Capital Assistance Agreement to transfer a 1985 15-passenger van from the Association of Retarded Citizens of Polk County to Mid-Valley Workshop and Rehabilitation, Inc.

731-0314A (10-90)

6. On October 27, 1992, signed a grant approval from the Federal Transit Administration Section 16 (b) for project number OR-16-0018 in the amount of $704,383. This is a federal program for capital purchases of vehicles and equipment to be used in transporting elderly and disabled persons.

7. Special Transportation Grant. A program funded by Oregon State cigarette tax to provide planning, operating, demonstration and capital grants to providers of special transportation.

Contractor	Contract Amount and Type		Date Approved/ Signed
Tri-Met	$50,000	Planning	January 22, 1993
Umatilla County	$100,000	Demonstration	February 1, 1993

Dated this 4th day of February, 1993

Joni Reid

Joni Reid, Manager
Public Transit Section

cc: Don Forbes
Bill Anhorn

JR:sky:delegate.feb.shd

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	March 17, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

Feb. 15, 1993

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On Feb 15, 1993 $10,632,428.49 was distributed to the counties as their share of motor vehicle revenues for the month of January, 1992.

On Feb 15, 1993 $6,748,608.65 was distributed to the cities for the month of January, 1992.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of February, 1993.

Douglass R. Goldbach, Financial Systems Manager
Oregon Department of Transportation

731-0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION

FORMAL MEETING
WORK SESSION WITH BICYCLE ADVISORY COMMITTEE
JOINT MEETING WITH LAND CONSERVATION & DEVELOPMENT COMMISSION AND ENVIRONMENTAL QUALITY COMMISSION

APRIL 22, 1993

SALEM, OREGON

On April 22, 1993, the Oregon Transportation Commission held its regular monthly meeting in Room 122 of the Transportation Building in Salem at 1:30 p.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Donald E. Forbes, Director
William Anhorn, Deputy Director and State Highway Engineer
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
Tony Lewis, Manager, Financial Services
Bruce Warner, Region 1 Manager
Ken Husby, Region 2 Manager
Paul Mather, Region 3
Dale Allen, Region 4 Manager
J.X. Wilson, Region 5 Manager
Fran Neavoll, Community and Governmental Relations

Commissioner Ford moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the March 16 and 17, 1993, Commission meetings.

(Continued on next page.)

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2858 in Commission's files, Salem.)

3) Renewed two personal service contracts with WAC Corporation and Bergman Photographic Services for aerial photography at a cost not to exceed $42,500 each for a total of $85,000. The existing contracts were for one year with the option of renewing for a total of two additional years. The Department does not have the aircraft, equipment, and personnel to perform this work. Renewal of these contracts was approved for a one-year option through June 30, 1994. (Authorized State Highway Engineer to sign necessary contracts.)

4) Adopted resolution transferring a portion of Pacific Highway West (Interstate Avenue) between Argyle Street to Glisan Street to the City of Portland, Multnomah County. (Abandonment Resolution No. 654 in Commission's files, Salem.)

5) Agreement with City of Salem for improvement, transfer of jurisdiction and maintenance of Edgewater Street. State's contribution is limited to $350,000, which is needed to bring this section up to City standards prior to transfer. Adopted resolution which will effect this transfer of jurisdiction upon the execution of the agreement and fulfillment of the State's financial obligation. (Authorized State Highway Engineer to sign agreement.) (Abandonment Resolution No. 655 in Commission's files, Salem.)

6) Continued support for the Transportation Research Board's Research Correlation Service at a cost of $58,370 from July 1, 1993, to June 30, 1994. (Authorized State Highway Engineer to sign annual agreement.)

7) Agreements with the Association of Oregon Counties and League of Oregon Cites establishing guidelines and working procedures for administering the Surface Transportation Program. (Authorized State Highway Engineer to sign necessary documents.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Manager, Human Resource & Organization Development Branch	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Office of Operations, Maintenance/Construction Manager	Exhibit G
Bridge Engineer	Exhibit H
Region 1 Manager	Exhibit I
Region 2 Manager	Exhibit J
Region 3 Manager	Exhibit K
Engineering Services Manager	Exhibit L
Environmental Section Manager	Exhibit M
Motor Carrier Services Section Manager	Exhibit N
Manager, Transportation Development Branch	Exhibit O
Manager, Driver and Motor Vehicle Services Branch	Exhibit P
Manager, Traffic Safety Section	Exhibit Q
Assistant Attorney General	Exhibit R
Highway Controller	Exhibit S

The Commission confirmed their next meeting date in Salem as Wednesday, May 19, 1993, at 8:30 a.m. A work session will follow the formal meeting with the Traffic Safety Committee.

The Commission tentatively set Wednesday, June 16, 1993, in Salem for their following meeting.

Paul Mather, Region 3, reported as a result of the Commission's tour of the Big Creek Bridge on March 16, 1993, the staff was conducting a bridge inspection during Spring Vacation. He told how three employees, Mike Kieffer, Ivan Silbernagel, and Bill Brimhall, that were working on the bridge, rescued a woman who had become overcome by the waves on the beach. Chairman Hollern presented the three employees with plaques in recognition for saving a life by using their training in cardiopulmonary resuscitation as well as the team approach.

Don Forbes gave a legislative update on the following bills:

- House Bill 5027 (ODOT budget bill) has been referred to the Full House for final vote with a unanimous "do-pass" recommendation.

- Senate Bill 98 (reorganization bill) is being evaluated in the Senate Transportation Committee. No public hearings or work sessions are scheduled.

- Senate Bill 505 (transferring the Weighmasters/Permits Section to the Public Utility Commissioner) has cleared the Senate and was forwarded to the House.

- House Bill 2418 (avgas tax) was forwarded to the Full Committee with a "do-pass" recommendation by unanimous vote.

(Continued on next page.)

- House Bill 2417 (jet fuel tax increase) has been passed out of Subcommittee.

- House Bill 2424 (bonding authority) was adopted by the Subcommittee with amendments that contain language requiring projects constructed with bond revenue to have benefit-cost ratios greater than one.

Paul Meyerhoff reported that the studded tire legislation is still in Committee.

Chairman Hollern reported that the Subcommittee had approved a three-cent gas tax increase for two years but did not favor an emission fee. He said they are willing to replace the lost revenue of both the fourth cent and the emission fee through a constitutional amendment to permit vehicle registration fees to be used for transit. Chairman Hollern encouraged the Commission to support this change.

Don Forbes gave the Commission a Quarterly Business Review Report for the period ending March 31, 1993. (See written document in Commission's files, Salem.) He summarized the report by saying the Department's average cash balance is $40 million. He discussed the charts showing the budgeted revenue and expenditure summary, revenues and expenditures, and the budget versus expenditures by major appropriation groups.

Don Forbes briefed the Commission on the following charts covering performance measurements, which are on file in Commission's files, Salem:

Driver and Motor Vehicle Services Performance Measurement Matrix Quarterly Report.

Region Performance Measures.

Don Forbes advised the Commission that on March 25, 1993, immediately after the earthquake, maintenance personnel began an inspection for damage of affected highways and bridges. He stated that the repair to the Yamhill River Bridge at Dayton on Highway 18 (Salmon River Highway) in Yamhill County began within approximately 24 hours after the quake. The bridge was opened to traffic within three and one-half days. He reported that in-depth inspections were completed within 72 hours of the quake and revealed no additional damaged bridges. He said the Department's response was adequate for the earthquake but a critique of the overall response will be conducted as to what worked well, what could be improved, and what needs to be changed in order to handle a more damaging event. He closed by informing the Commission of the Department's intent to design all new bridges in Oregon to higher seismic loads and to retrofit existing bridges with the capability to withstand higher loads. (Written report in Commission's files, Salem.)

Don Forbes recalled the Commission at their March 17, 1993, meeting had approved amending an existing contract with Mike Ragsdale for expanding the services to complete the acquisition and development of a

new Region 1 Headquarters. Since that was a fairly extensive increase to an individual contract, he recommended that the Commission rescind their action and authorize a competitive process. The Commission unanimously approved not amending the contract but to proceed through a competitive process. The Commission also authorized the State Highway Engineer to select the contractor, award and sign the contract at a cost of $130,000.

Bruce Warner gave a status report on the Region 1 Headquarters Project. He said since the last Commission meeting the following work is underway or completed: an environmental site survey, hazardous materials investigation, historic issues, re-inventorying, space needs, and right-of-way appraisal. He anticipated the move in date as some time next summer.

Paul Meyerhoff requested authority to advertise, interview, and hire a consultant or consultant team to investigate the feasibility of privatizing the Traffic Monitoring and Accident Data Units at an approximate cost of $20,000. He explained that the Transportation Development Branch has been given the directive to reduce its current staff by 20 to free up positions for project development work. The current process through retirements and vacancies is moving slowly and the Branch would like to investigate the feasibility of privatizing this work. He said the decision whether to privatize would be made by the Department's reorganization committee following review of the study. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously. The Commission also authorized the Transportation Development Branch Manager to select the consultant or consultant team, award and sign the contract.

As requested by Larry Christianson, Traffic Safety Section, Commissioner Brody moved and the Commission unanimously approved forwarding proclamations to the Governor for her signature covering the following designations:

May 24-31, 1993, as "Buckle Up America! Week" in Oregon.
Month of May as "Bicycle Safety and Awareness Month".
May 17-21, 1993, as "Oregon Transportation Safety Week".

(Copies of the proclamations are in the Commission's files, Salem.)

Larry Christensen introduced a presentation by the Oregon Student Safety on the Move. He said the reason for the presentation is to inform the Commission of their successful contract with Oregon State University covering the program and to respond to a request from Senator Joan Dukes. He recalled that Senator Dukes had inquired about the future possibilities of the program.

Debbie Jarvis, Program Coordinator for Oregon Student Safety on the Move (OSSOM), presented an overview of their current activities, the vision, and three of the young people working in the program. She handed to the Commission packets concerning the OSSOM program, which included the complete vision as requested by Senator Dukes. (Copy of written material in Commission's files, Salem.) She mentioned that the OSSOM Program began in 1984 and the current funding is provided by the Department. Their original focus was teen drinking and driving. Since then, the program focus has expanded to encourage safety consciousness among young people of all ages. OSSOM focuses on prevention and intervention. She shared some of the students' creative activities, such as key chains and tee shirts. She closed by discussing their vision--the OSSOM Program Growth Plan, which involved training, youth conference, support and resource materials, and activities.

Jennifer Ries, Oregon City High School; Kait Humphrey, Rainier High School; and Carmen Lefebvre, Beaverton High School, explained why they joined and their involvement in the OSSOM Program.

Paul Meyerhoff advised the Commission that the Department has received an offer from Amtrak to demonstrate and display the ABB X-2000 tilt train in Oregon and Washington. He handed the Commission a tentative tour schedule. (Copy in Commission's files, Salem.) He explained this X-2000 is the type of high speed train that would be the most appropriate for use in the Northwest High Speed Rail Corridor. He said the State's cost for three days in Oregon (one day of demonstration and two days of display) will be approximately $44,000 (or less if local contributions can be obtained). He mentioned the remainder of the cost is being picked up by the Federal Railroad Administration and ABB Traction Inc. Since this is an opportunity to achieve the goal of developing high speed rail, he recommended the Commission's approval of the demonstration train. Commissioner Ford moved for approval and the motion carried unanimously. The Commission authorized the Manager of the Transportation Development Branch to enter into the necessary contracts for the purpose of the demonstration project.

Following William Anhorn's recommendation, Vice Chairman Whitty moved for adding the following projects to the 1993-98 Transportation Improvement Program. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreements:

- Modification of Cascade Highway South at Northeast Abiqua Road in Marion County at an estimated cost of $572,000 in Fiscal Year 1993.

- Realign and reconstruct Alta Vista Road at the Crater Lake Highway in Jackson County at an estimated cost of $446,000 in Fiscal Year 1994. This project would be funded by delaying Crater Lake Highway at Dutton Road until 1996 and combining it with Dutton Road-Linn Road Section. Crater Lake at Dutton Road can be corrected

(Continued on next page.)

temporarily by restriping. Jackson County has agreed to pay $50,000 toward the construction of the Crater Lake Highway at Alta Vista Road.

State Representative Veral Tarno addressed the Commission about improvements to Highway 101 in Curry County. He recalled that a portion of the highway just north of Arizona Beach slid off into the ocean in March. He asked that portion of Highway 101 in Curry County be included in the next Six-Year Transportation Improvement Program as a major stabilization and improvement site.

William Anhorn asked each of the Region Managers to report on the effects of winter's severe weather on pavement conditions in their area.

J. X. Wilson explained that the repairs to highways in Region 5 total $750,000 including projects which are currently under contract. He outlined the following highways that deteriorated due to the winter weather in Eastern Oregon:

I-84 between Durkee and Lime
I.O.N. Highway north of McDermitt
John Day Highway at Ironside
Central Oregon Highway between Riley and Hines
Enterprise-Lewiston Highway (north end)
Weston-Elgin Highway near Tollgate
Wasco-Heppner Highway (Heppner area)

Dale Allen requested the following funding for Region 4 due to the winter damage:

Dollars Switched from	$3.7M	US 97 & OR 35
Existing Contracts	0.3M	US 20
Expected Maint.	Dist. 9 - $250,000	4%
Overrun for Emergency	Dist. 10 - $700,000	9%
Winter Damager Repair	Dist. 11 - $610,000	10%
	$1,560,000	7%
Contract Maint.	Dist. 9 - $150,000	US 97
Machine Patching	Dist. 10 - $350,000	Bend/Prineville
	Dist. 11 - $270,000	Klamath/Lake County
	$770,000	

Paul Mather, Region 3, said most of the roadway repair in his area could be handled with the existing funds, except for the Arizona Slide on US101 in Curry County. He told of the previous problems with slides in that area. He said the Governor has declared the area a disaster and when the total cost to repair the highway is determined,

Emergency Funds will be applied for from the Federal Highway Administration. He said once the data has been collected and all the options considered, a report will be presented to the Commission.

Chairman Hollern indicated that Representative Tarno's request for an overall reconnaissance of the area in the next update of the Six-Year Transportation Program should be considered.

Ken Husby told of the repairs made to Highway 228 from Brownsville to Sweet Home, Highway 99 south of Corvallis, and on the highway between Albany and Lebanon.

Bruce Warner informed the Commission there were 253 miles that received winter pavement damage. He explained Region 1's strategy for repairing the highways.

1)	Use existing maintenance dollars for pothole patching & localized spot repairs	$ 1.7 Million
2)	1993 State Preservation Funds will overlay 112 miles of highway	$ 4.9 Million
3)	Advance additional funds from 1994 State Preservation Program to fund three projects	
	a) OR217 (Tualatin Valley Hwy. to I-5 SB & Sunset Hwy. to I-5 NB)	$ 2.5 Million
	b) I-84 @ Halsey St. O'Xing	$ 120,000
	c) I-5 (Belmont & Going St. Ramps)	$ 100,000
4)	Advance Multnomah Falls - Cascade Locks Project from 1995 to 1993	$ 8.0 Million

William Anhorn told the Commission that the maintenance overruns totaling $750,000 in Region 5 and $1,560,000 in Region 4 could come from the underruns in other areas of the maintenance budget during the current year. The $770,000 for contract machine patching in Region 4 could come from the contract maintenance account in the 1993-95 biennium.

Chairman Hollern said if the highways deteriorate faster than expected, they should be repaired quickly. He indicated the staff should adjust the funding categories.

J. X. Wilson, Region 5 Manager, who is retiring May 1, 1993, bid farewell to the Commission. Chairman Hollern congratulated him on his 35-years of service with the Department.

Based upon William Anhorn's recommendation, Vice Chairman Whitty moved for approval of the following items and the motion carried unanimously by the Commission:

(Continued on next page.)

1) Approved a two-year flexible services contract for the performance of preliminary assessments of known and suspected hazardous waste sites statewide. The maximum expenditure would not exceed $400,000 and would continue the State's ability to comply with existing environmental regulations. The Department does not have staff qualified to perform assessments, sampling, testing, and design cleanup actions associated with hazardous materials. The services would be requested as needed on a site-by-site basis. The contract would be established for a two-year period and would contain a renewal clause. (Authorized the State Highway Engineer to select the consultant, award, and sign the contract.)

2) Approved increasing the project authorization on Contract No. 11,264 for work on the M.P. 98.65-McDermitt Section, I.O.N. Highway, in Malheur County, in the amount of $529,885.08 (16.65 percent increase).

3) Granted authority to the Region Managers to enter into intergovernmental agreements with municipalities and counties to formalize coapplicant status for Part 2 of the National Pollutant Discharge Elimination System Municipal Stormwater Permit application. The agreements would reimburse the municipalities for ODOT's share of the expenses incurred in preparing the applications to an amount not to exceed $40,000 per application. The cost of application preparation varies with the size and complexity of the stormwater conditions in each permit area. The most expensive permit application would be from Portland of which ODOT's share will be $40,000. The cost to ODOT for the other permits has not yet been determined but should be much less in each case. The Commission approved at the October 1991 meeting ODOT's participation as coapplicant for Part 1 of this permit application. (Authorized the Region Managers to sign the necessary agreements with the Cities of Portland, Eugene, and Salem, and the Counties of Multnomah, Clackamas and Washington.)

4) The Local Agency Bridge Inspection Program was established in 1989 to assist agencies in complying with Federal Highway Administration bridge inspection standards. During the last four years, approximately 8,000 bridge inspections have been performed. The program has continued to increase the overall quality of bridge inspection and has made a number of agencies aware of existing bridge deficiencies not previously identified. Approved continuing the two-year program for $4,000,000 using State and Federal Funds and granted authority to seek consulting engineering firms to provide the majority of the service. (Authorized the State Highway Engineer to select the consultants, award and sign the necessary contracts.)

(Continued on the next page.)

5) Increased the consulting design services for the Elk Creek-Brush Creek Road (Tunnel) Section on the Umpqua Highway in Douglas County for an additional cost of $450,000. Changes in work scope, complexity and the Bridge Section workload indicates a need for the additional funds. A supplemental contract will be used to include the design of the two bridges associated with the tunnel and to increase field geotechnical explorations. (Authorized the State Highway Engineer to sign the necessary supplement.)

William Anhorn requested authority to expend an estimated $450,000 for a new project scheduling system. He explained that the existing system does not meet the current need of scheduling some 700 projects in the Six-Year Transportation Improvement Program. The new system would facilitate scheduling by making it easier and faster to do, as well as more accurate. Requests for Proposals were issued and Lucas Management Systems has been recommended as the vendor. The contract is estimated to cost $300,000 and other contracts for training, hardware and software will be for the remaining funds. Vice Chairman Whitty moved for approving the expenditure of $450,000 and the motion carried unanimously. The Commission authorized the State Highway Engineer to select the contractors, award, and sign the contracts covering the new project scheduling system.

Cam Gilmour, Program/Project Management Services Manager, and Jack Beemer representing the Board of the Consulting Engineers Council of Oregon, gave a presentation on the development of a recent partnering agreement. They said it was an agreement of intent between a public agency and an organization, representing consulting engineers. It is a guideline to be used as a starting point for project specific partnering agreements. Mr. Beemer cited the mission statement as helping ODOT exercise statewide leadership and vision in transportation by leading the partnership between ODOT and the consultant community. The agreement suggests the following opening statement for project specific agreements:

> "We are a team committed to doing quality work and completing successful projects that will result in value for the public and satisfaction for all teams members."

Mr. Beemer said the agreement contains four key points that are recommended for project-specific agreements: 1) Communication among project team members, 2) Project decisions, 3) Scope of services and compensation, and 4) Staffing. The agreement further agrees to develop the following processes and procedures through the Committee:

1) Standard procedures for amending contracts as necessitated by changes to the scopes of services and levels of effort.

2) Joint-review process to handle disagreements.

(Continued on the next page.)

Mr. Beemer read a paragraph in the agreement called a Spirit of Partnering. (Copy of agreement in Commission's files, Salem.)

There being no further business to consider Chairman Hollern adjourned the formal meeting at 3:40 p.m.

At 3:55 p.m., the Oregon Transportation Commission held a work session with the Oregon Bicycle Advisory Committee in the same room with the following persons present:

Michael P. Hollern, Chairman, Transportation Commission
John Whitty, Vice Chairman, Transportation Commission
Cynthia J. Ford, Member, Transportation Commission
Susan Brody, Member, Transportation Commission
Donald E. Forbes, Director, Department of Transportation
William Anhorn, Deputy Director and State Highway Engineer
Paul Meyerhoff, Manager, Transportation Development
Michael Ronkin, ODOT Bicycle/Pedestrian Program Manager
Fran Neavoll, Community and Governmental Relations

Rex Burkholder, Chairperson, Bicycle Advisory Committee
Diane L. Bishop, Vice Chairperson, Bicycle Advisory Committee
Michael J. Wolfe, Member, Bicycle Advisory Committee
Karen Swirsky, Member, Bicycle Advisory Committee
Timothy Collins, Member, Bicycle Advisory Committee
Richard P. Cramer, Member, Bicycle Advisory Committee
Don Stathos, Member, Bicycle Advisory Committee

Also present were:

Ruth Bascom, Mayor of Eugene, former member of Bicycle Advisory Committee
Jerry Rooney, Corvallis Bicycle Advisory Committee
Jacqueline Zimmer, Salem City Councilor
Tom Wolbert, Bicycle Federation of Oregon

There were other staff persons present and interested citizens. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.)

Rex Burkholder opened the dialogue with a brief statement. Each OBAC member introduced himself, and described their interest in bicycling.

Don Stathos, who authored the 1971 Bicycle Bill, told of the original concept of the legislation. He said the intent was that an individual should have a choice, so they could drive, walk or bicycle. All streets and highways should accommodate bicycles and pedestrians.

Michael Ronkin gave a summary on the 22 years of efforts in the Bicycle Program. He defined the bicycle terms such as bikeway, shared roadway, shoulder bikeway, bike lane, and bike path. He discussed the 1971 "Bike Bill" (ORS 366.514), formation of the Bicycle Advisory Committee in 1973, constitutional amendment in 1980, LCDC Transportation Planning Rule 12 in 1991, ISTEA in 1991, the 1992 Oregon Transportation Plan, and the 1992 Oregon Bicycle Plan. He said there is a new thinking in bikeway planning that all roads are bikeways. He commented that the traditional approach, designating bike routes, has not served bicycling well.

Mr. Ronkin reported there are about 600 miles of State Highway (excluding freeways) within the city limits of cities with populations greater than 2500. He said it is estimated that about one-third of these miles currently accommodate bicyclists and there is a need to renovate the rest with bike lanes and sidewalks. He estimated the cost to be around $140,000,000. (Copy of written documents entitled 22 Years of the Oregon Bicycle Program, Bikeway Needs on State Highways in Urban Areas, and Bicycle/Motor Vehicle Accident Summary in Commission's files, Salem.)

Rex Burkholder said the report handed to the Commission by Mr. Ronkin contained information on State Highways. He mentioned the cities and counties are inventorying their needs and this information should be available in May of 1996. He commented at their last Committee meeting, it was decided to set a goal for the State to have 75 percent in ten years and 100 percent in 20 years of its urban highways safely accommodate bicycles and pedestrians with the appropriate type of facility. He asked the Commission's concurrence to develop an expenditure plan to meet this goal. Chairman Hollern supported developing an expenditure plan. There was considerable discussion on the interfacing of bicycle projects in the Six-Year Transportation Improvement Program.

Rex Burkholder suggested drafting an administrative rule to clarify the intent of ORS 366.514. It is not interpreted consistently by ODOT, cities and counties. Chairman Hollern suggested discussing this with the Local Officials Advisory Committee. William Anhorn felt that it should be an interagency agreement rather than an administrative rule. Commissioner Brody suggested that the staff consider if the administrative rule was the right approach.

Diane Bishop recalled that one of the Commission's proposals discussed at their Silver Falls Workshop in October 1992 under Objective A, Initiative 4, was to double modal share of bicycling in one urban area by 1997. She said their Committee supports this initiative and many cities in Oregon are actively pursuing increased modal share by bicycles. There was discussion whether this could best be accomplished by promotion or by providing bicycle facilities. She presented the following proposal:

> Select three cities to test both approaches. Eugene and Corvallis, which have good facilities and a fairly high ridership, could develop a promotional campaign and compete for highest ridership. A third city would be selected to receive funding for constructing bikeways.

There was considerable discussion regarding this proposal and the use of enhancement funds. The Commission agreed for Michael Ronkin to pursue the idea, come back with a proposal that was supportable and equitable, and one that could be worked into the Six-Year Program.

The rest of the session was devoted to comments made by guests testifying about their communities.

Jerry Rooney told how Corvallis encouraged individuals to ride safely and to use alternative modes of transportation. He said about 90 percent of their arterials and collectors are striped for bicycles and about one-third of the entire street system has bicycle lanes. He closed by saying there is strong support for bicycle ridership in that area.

Ruth Bascom spoke about her perspective on bicycle ridership and facilities in Eugene. She urged that the River Bank Trail System Bicycle Facility be completed. She commented that promotion is not effective unless there are facilities. She asked who they should work with on the high speed rail project in order to integrate bicycle parking at each location and to include the ability to carry bicycles. She mentioned the City is planning to implement an idea to reimburse for bicycle transportation. She was also hopeful that in the future there could be secure covered parking for bicyclists.

Chairman Hollern advised Ruth Bascom to contact Chris Anderson regarding the integration of bicycle facilities with the high speed rail project.

Jacqueline Zimmer told about Salem's involvement in bicycle issues. She discussed the following concerns: 1) lack of public visibility by cyclists; 2) lack of demand for bicycling; 3) maintenance of lanes and paths; 4) importance of lobbying; and 5) bicyclists should be more vocal. She closed by indicating Salem would be a good test city for the proposal discussed.

Tom Wolbert explained that the Bicycle Federation of Oregon is a statewide nonprofit organization engaged in education about, and advocacy of, bicyclists and pedestrian rights and issues. In general, he said, the organization feels that the roadways can be shared by all modes of transportation equally. He commented the organization will take a much more activist role as membership grows and will be a valuable resource as a clearinghouse of information on cycling and pedestrian issues, as well as a source of constituent consensus. This information will be made available to the Legislature, State and local officials, clubs, and advocacy groups statewide.

Chairman Hollern suggested that the bicycle constituents work with the Legislature, stakeholders, and coalitions to support increased funding for the Transportation Plan. Vice Chairman Whitty commented that the bicycle community should be a part of Transportation '93, (a coalition of cities, counties, truckers, AAA, and other groups) to support transportation in general, not just bicycling.

Commissioner Brody said she was interested in how the two modes of pedestrians and bicycles work together and how they share facilities.

Sandy Carter, Chair of the Clackamas County Pedestrian/Bicycle Advisory Committee, briefly mentioned her work on Rule 12 with the developers at the local level. She felt there is an education program to be achieved with the development community to convert their concept about bicycle facilities.

There being no further business to consider, Chairman Hollern adjourned the work session at 5:15 p.m.

The Oregon Transportation Commission at 6:30 p.m. April 22, 1993, held a joint working dinner with the Environmental Quality Commission and the Land Conservation and Development Commission at the Quality Inn, 3301 Market Street, N.E., Salem. (Notice of the dinner meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman, Transportation Commission
John Whitty, Vice Chairman, Transportation Commission
Cynthia J. Ford, Member, Transportation Commission
Susan Brody, Member, Transportation Commission
Donald E. Forbes, Director, Department of Transportation
Fran Neavoll, Community and Governmental Relations

<u>Environmental Quality Commission</u>

William W. Wessinger, Chair
Emery N. Castle, Vice Chair
Henry Lorenzen
Carol A. Whipple
Linda R. McMahan
Fred Hansen, Director

<u>Land Conservation & Development Commission</u>

Bill Blosser, Chair
Hector Macpherson, Vice Chair
John Brogoitti
Ginny Burdick
Art Johnson
Tom Throop
Pam Wiley
Dick Beneer, Director

(Continued on the next page.)

Also present were:

Governor Barbara Roberts
Anne Squier, Governor's Senior Policy Advisor, Natural Resource and Environment
Christine Ervin, Director, Department of Energy
Duncan Wyse, Progress Board

There were other staff persons present.

Chairman Hollern opened the meeting by saying this is an historic first meeting of these three Commissions, plus members of the Governor's staff. He said he felt it was appropriate that the meeting be held on Earth Day in Earth Week because that is the subject of the discussion--to talk about a small place on earth, a place that everyone here is concerned about, and how to manage a small portion of the earth called Oregon. He asked the three Commissions to interact and discuss the future of Oregon on how to bring about the visions as expressed by the Governor, the Legislature, and Oregonians in general.

Transportation Commissioner Brody, former Director of the Land Conservation and Development Department, acknowledged the receipt of a national award from the American Planning Association for Oregon's Transportation Planning Rule. She acknowledged Bob Cortright, Brian Gregor, and Mark Greenfield who worked on the rule and indicated this document is the result of the cooperation between DLCD and ODOT.

Chairman Hollern recalled the five points of the Governor's charge to the Transportation Commission in April of 1991 as follows:

1) Better integration of activities with agencies involved in land use planning;

2) Make a stronger effort to save energy;

3) Develop a comprehensive Transportation Plan by 1993 that looks at all modes of transportation;

4) Forage better transportation links between rural and urban Oregon; and

5) Develop funding proposals to meet these needs.

Governor Barbara Roberts said the purpose of the first-ever joint meeting of all three of the Commissions is to look at an agenda that goes beyond the individual agency mandates and to look at an issue affecting the combined role of managing growth to livable communities. She indicated these Commissions represent a core team that will critically influence whether Oregon is prepared to respond actively and effectively to the changes growth will bring. She mentioned that the visions defined for each Commission has a direct and profound impact on the health of Oregon's economy. She urged coordination among the three Agencies and

others in State Government. She said the Agencies must show specific, demonstrated progress on items such as compliance with the Clean Air Act standards, rapid implementation of the Transportation Plan, and achievement of the Benchmarks for land use, urban mobility, and open space. She urged the Agencies to leave this meeting with a determination to aggressively chart a path for future development in Oregon. She stated the partnership among the three Agencies will falter if it is not extended to include the ideas and resources available at the local level and outside of government. She closed by saying it will require cooperation, vision, aggressive leadership and political courage. (Copy of written remarks in Commission's files, Salem.)

Fred Hansen, Director of Environmental Quality, commented that the Department regulates air and water quality. He mentioned how transportation and land use patterns integrate with his Agency. He stated his Agency becomes involved when a problem has been discovered and uses regulations in order to bring the problem back into compliance. He said he felt there are more effective ways to be able to address those in preventive efforts by having an integration of transportation and land use in order to achieve that long-term livability of air and water quality provisions.

Dick Benner, Director of the Land Conservation and Development Department, commented that adopting the Transportation Planning Rule changed the direction of the State's land use program by addressing the urban growth management issues, rather than the rural issues. He mentioned it is becoming more apparent that the land use patterns in the communities are closely related to the transportation demand and quality. He said a particular change in land use pattern connections has the effect of reducing the reliance on the private automobile and then in turn reduce emissions from the automobiles. He closed by saying his Department is very enthusiastic about the coordination of the three Agencies.

Don Forbes, Director of the Department of Transportation, stated among the Agencies there is very little difference of opinion about the issues, but there is some significant difference when it comes to the implementation. He mentioned since one is an implementing agency and the other a regulatory, there are different perspectives. He asked that the staff be given the opportunity and time to work out a solution. He said the Department of Transportation's role is to influence. He mentioned that the Commission will measure the Department on two of Oregon's benchmarks dealing with reduction of vehicle miles traveled by encouraging people to use alternate modes and the percent of the population who use those alternate modes.

Duncan Wyse discussed the Oregon Benchmarks as they relate to the activities of the three Commissions and Departments. He reported on the work of the Urban Livability Team to develop the State's livable communities agenda. (The Team composed of Agency Heads from the Departments of Energy, Transportation, Land Conservation and Development, Economic Development, and Environmental Quality.) He showed slides entitled: Growth and Livable Communities.

Chairman Hollern said there is no specific agenda but opened up the meeting for discussion on how to achieve common Statewide goals.

Governor Roberts asked the Departments and Commissions to think about ways to influence other public decision makers. She mentioned the political climate in the Legislature.

Tom Throop asked if the Commissions should put together a strategy to reach out to the Legislators in support of the Agencies in trying to communicate a livable Oregon Program. He asked if there should be more meetings with Legislators to obtain a better understanding for support.

Susan Brody suggested reaching out to people in their own communities, who may have influence with Legislators, and to talk about how important the issues are.

Dick Benner reported the three Agencies are producing a video for a public education program.

There was considerable discussion about the Agencies working cooperatively together as a team and supporting each other's budgets and programs in the Legislature, as well as in public meetings. It was suggested that the Commissioners and staff make presentations to rotary clubs or other speaking engagements. Cable TV programs was also mentioned as an excellent way to educate. Ginny Burdick suggested that the Commissions and Departments view the Oregon Business Council Study (the values survey) presentation. She stated it should be part of the central core message for all of the State Agencies.

There was also discussion on affordable housing and its interrelationship between transportation.

John Brogoitti commented in order to support each other's programs there needs to be an education program among the three Departments. It was felt there should be a sharing of knowledge as it relates to transportation, air quality, and land use.

Susan Brody mentioned that the Commissions travel around the State separately and she suggested joint meetings in different parts of Oregon. Pam Wiley suggested working together as teams. Chairman Hollern felt that cross-education on the key issues was important. Governor Roberts mentioned that an exchange of staff could also be an excellent learning experience as well as providing information on the various key issues.

Henry Lorenzen suggested selecting a single specific issue that the three Agencies could focus on and then hold a joint meeting. There was discussion whether the meeting should be held before or after the Legislature.

Pam Wiley suggested having a joint work program for the Tri-Commission. She inquired how the success in working together would be measured. There was discussion on possibly the formation of a task force consisting of members of each of the Commissions to work on a livable communities program.

Bill Blosser summarized the discussion of the meeting as follows:

- There is general agreement among State Agencies that the issues are understood and that there is critical linkage between the air quality, land use, and transportation.

- There are glimmerings of understanding at the Legislature and the business community but there was a question whether the general public understood the issues.

- The agencies have to "bite the bullet" or will "hang separately". Programs could be at a "grave risk".

- How do we sell this and how do we educate ourselves within the three Commissions?

Mr. Blosser summarized the following items for possible implementation:

- Teaming of the agencies, such as joint presentations at the Legislature, Commission meetings, and other meetings.

- Teaming of the staffs or staff sharing.

- Determining a single issue to focus on for the three Departments and Commissions. The Portland Air Quality issue was suggested as an item for discussion. One comment was wait until after the Legislature and there may be an issue that is apparent for joint discussion.

- Should there be a joint agency work program or Commission work program?

- Could the livable communities program authority under way be the forum for developing this joint work program?

Chairman Hollern asked that each of the Commissions at their next meeting discuss the following:

- Which of these ideas make sense
- How the ideas can be coordinated
- What can be done better in the future.

Governor Roberts closed the meeting by reiterating the critical issues as urban mobility, air quality, the livable communities, and vehicle miles traveled. She said there may be some usefulness in switching members on Commissions. She thanked the Commissions for allowing her to participate in what she believed was a "trend setting" meeting.

Chairman Hollern adjourned the meeting at 9:12 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Community and Governmental Relations

Roger L. Breezley, Member

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Request for authorization to enter into an agreement with Douglas County to provide law enforcement services in the Oregon Dunes National Recreation Area. The total cost of this project is estimated at $25,985.25. The Division's share of this cost is $21,485.25 or 83 percent of the documented project costs which ever is less. Funds established and allocated pursuant to ORS 802.130-140 will be expended under this agreement. The All-Terrain Vehicle Account Allocation Committee has recommended this project for funding at their January 15, 1993 meeting. (Approved by William Anhorn on March 1, 1993. Authorize State Highway Engineer to sign agreement.)

Dated this 8 day of March, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

March 4, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Grant authority to obtain consultant services for developing traffic signal controller firmware and software for freeway ramp meter operation and central control of such installations. Three integrated programs are to be provided: The Local Ramp Meter Program, the On Street Master Program, and the Master Ramp Meter Program. Contract amount will be $50,000 or less. Funding for these services is provided under the preliminary engineering of the Canyon Road-Pacific Highway West Section (North Unit) Project on the Beaverton-Tigard Highway. (Approved by William Anhorn on March 15, 1993. Authorize State Highway Engineer to select contractor, award and sign necessary contract.)

Dated this 24 day of March, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

March 19, 1993

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1) On March 18, 1993, approved a personal services contract with MacKenzie/Saito & Associates for professional services to design a new field office work station. The total cost of this project is estimated to be $11,650.00. (Authorized Jane Hardy Cease, Manager of Driver and Motor Vehicle Services to sign agreement.)

2) On March 18, 1993, approved an interagency agreement with Oregon State University for a market survey. The total cost of this project is estimated to be $44,885.00. (Authorized Jane Hardy Cease, Manager of Driver and Motor Vehicle Services to sign agreement.)

Dated this 24 day of March, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

March 18, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with Coos County to provide trail maintenance in the Coos County Forest. The total cost of this project is estimated at $23,270 or 100 percent of the documented project costs whichever is less. The All-Terrain Vehicle Account Allocation Committee has recommended this project for funding. (Approved by William Anhorn on March 23, 1993. Authorize State Highway Engineer to sign agreement.)

Dated this 29 day of March, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

March 25, 1993

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Personal services contract with J. M. Colosimo Associates, Inc. to assist in the design and implementation of the annual operational planning and budget process for the department. The cost of this project is not to exceed $20,000. (Paul Meyerhoff, II approved on March 26, 1993. Authorize Manager of Transportation Development Branch to sign agreement.)

Dated this 1 day of April, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

March 26, 1993

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organization Development, the following actions were taken:

1) On February 10, 1993, approved Amendment No. 1 to a personal service contract with Ruth Johnson for one additional "Negotiating for Results" workshop on March 30 and 31, 1993. Amendment adds $1,600 to cost of contract.

2) On February 10, 1993, approved Amendment No. 1 to an interagency agreement with Chemeketa Community College for two additional "Quality Customer Service" courses on March 17, 1993. One course in the morning from 8:00-12:00 and one course in the afternoon from 1:00-5:00. This amendment will increase the contract $816.00, a total sum not to exceed $6,891.

3) On February 24, 1993, approved Amendment No. 1 to a personal service contract with Stylemetrics Systems, Inc. for two additional Stylemetric classes. The additional classes will be conducted on April 26 and 27, 1993, in Bend. This amendment increases the contract $1,800 to a new sum of $3,300.

Dated this 30th day of March, 1993

Judy Gregory
Manager, Human Resource and Organization Development

March 26, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On February 8, 1993, signed an agreement with Clatsop County and the City of Astoria for property jurisdictional changes surrounding the pending relocation of the John Day River Bridge-Youngs Bay Bridge Section of the Lower Columbia River Highway. (Chairman Hollern approved on February 28, 1993.)

2) On February 11, 1993, signed an interagency agreement with Oregon State University for the evaluation of embedded reference cell performance in reinforced concrete bridges. This agreement is effective February 11, 1993, through March 1, 1994, at a cost not to exceed $44,260. (Chairman Hollern approved on November 30, 1992.)

3) On February 11, 1993, signed an interagency agreement with Oregon State University for overlay design for unstable asphalt mixes. This agreement is effective February 11, 1993, through July 31, 1994, at a cost not to exceed $64,998. (Transportation Commission approved December 15, 1992.)

4) On February 17, 1993, signed an interagency agreement with Oregon State University for evaluation of porous pavements used in Oregon. This agreement is effective February 17, 1993, through September 30, 1994, at a cost not to exceed $87,678. (Transportation Commission approved December 15, 1992.)

5) On February 17, 1993, signed a personal service contract with Keith Crawford and Associates for supportive services to the Disadvantaged Business Enterprise Program. This contract is effective February 22, 1993, through December 31, 1993, at a cost not to exceed $100,000. (Transportation Commission approved January 20, 1993.)

6) On February 17, 1993, signed an agreement with Wal-Mart Stores, Inc., City of Coos Bay, Southwest Oregon Community College providing for roadway widening, signal installation, curbs and sidewalks at the intersection of Cape Arago Highway and the entrance to SW Oregon Community College. (Transportation Commission approved April 23, 1992.)

7) On February 18, 1993, approved a supplemental personal service contract with J. Richard Forester covering administrative rule development for Highway Plan Policy. This supplement extends the time from February 28, 1993, to June 30, 1993. (Chairman Hollern approved the original contract on February 29, 1992.)

8) On February 19, 1993, signed a personal service contract with Mayer/Reed for landscape architecture flexible services. This contract begins March 1, 1993, and expires March 1, 1994. Cost is not to exceed $60,000. (Transportation Commission approved on May 21, 1992.)

9) On February 24, 1993, signed a personal service contract with Cameron and McCarthy for landscape architecture flexible services for the Bend Parkway in Deschutes County. This contract begins March 2, 1993, and expires March 1, 1994. Cost is not to exceed $40,000. (Transportation Commission approved on May 21, 1992.)

10) On February 24, 1993, signed a personal service contract with KSWA Architects, AIA, covering architectural services for repair facility in La Grande. This contract is effective February 25, 1993, through August 1, 1993, at a cost not to exceed $249,408. (Transportation Commission approved February 19, 1992.)

11) On February 24, 1993, signed Supplement No. 3 to a personal service contract with Gossard-Pyron Associates for team building training for ODOT highway crews. This supplement will extend the completion date to April 30, 1993. (Transportation Commission approved on May 21, 1991, and additional funds were approved for this contract on January 21, 1992, and October 20, 1992.)

12) On March 1, 1993, signed a personal services contract with Prodata, Inc., covering data processing for Right of Way Information Management System. This contract is effective March 17, 1993, through December 31, 1993, at a cost not to exceed $41,050. (Transportation Commission approved on May 21, 1992.)

13) On March 1, 1993, signed Amendment No. 1 to a personal services contract with David Evans and Associates, Inc. for the Redmond Traffic Study in Deschutes County. The contract has been extended to October 30, 1993. This amendment increases the contract $12,800 and not to exceed $122,800. (Transportation Commission approved January 20, 1993.)

14) On March 1, 1993, signed Supplement No. 1 to an agreement with Metropolitan Service District concerning the transportation study in the Portland Urbanized Area. Supplement covers an additional $225,000 for an expanded scope of work. (Transportation Commission approved on September 15, 1992.)

15) On March 2, 1993, signed Supplement No. 1 to a personal service contract with Parsons Brinckerhoff Quade & Douglas, Inc. for the Oregon Coast Highway Corridor Planning Study. Supplement increases cost $52,500 to a new sum of $1,142,500. (Transportation Commission approved on March 20, 1990, June 25, 1991, and February 19, 1992.)

16) On March 2, 1993, signed an agreement with the National Academy of Sciences covering the National Cooperative Highway Research Program for Fiscal Year 1993 in the amount of $219,157. (Transportation Commission approved on February 17, 1993.)

17) On March 2, 1993, signed an agreement with Washington County to close the S.W. 76th Avenue access on the Sunset Highway and provide an alternative route for the Golf Creek Apartment residents by constructing S. W. 82nd Place through the Golf Creek Development and connecting to S. W. Barnes Road at the S. W. Leahy Road intersection. This project is in conjunction with the Westside Corridor Project. (Oregon Transportation Commission approved on July 21, 1992, as a part of the 1993-1998 Six-Year Transportation Improvement Program.)

18) On March 3, 1993, signed an agreement with the Lane Council of Governments to conduct a comprehensive transportation systems planning process in the Eugene-Springfield urbanized area. Contract period: March 1, 1993, and to be completed by June 30, 1994. Cost shall not exceed $470,000. (Transportation Commission approved on December 15, 1992.)

19) On March 12, 1993, approved an emergency repair for damage done on March 7, 1993, by a rock slide loosening areas of columnar basalt at M.P. 124 on I-84. Estimated cost is $75,000.

Due to the potential hazard to the traveling public and the possible closure of the highway, I declared an emergency existed.

Due to the emergency nature of the situation, time was not available to formally obtain bids and the District Manager was directed to enter into a contract with a firm capable of completing the needed repairs and cleanup in an expedient manner.

20) On March 12, 1993, signed an agreement with Baker County for the Baker County/City Bicycle Plan. Cost to the State shall not exceed $3,638. (Transportation Commission approved on November 17, 1992, as part of the Fiscal Year 1994 Bikeway Program.)

21) On March 12, 1993, signed an agreement with the Rogue Valley Council of Governments (RVCOG) to conduct a comprehensive transportation systems planning process in the Medford urbanized area. Agreement terms: March 12, 1993, and expires June 30, 1994. Payment for this contract shall not exceed $641,000. (Transportation Commission approved December 15, 1992.)

22) On March 12, 1993, signed an agreement with Prairie City to widen and rebuild the existing highway, widen the Dixie Creek Bridge #2466 and install a drainage system in Prairie City on the John Day Highway from Prairie City to Austin Junction. (Transportation Commission approved July 1992 as part of the Six-Year Highway Improvement Program.)

23) On March 12, 1993, signed an agreement with the City of Redmond for the Antler Avenue Bikeway Project. Cost to State is not to exceed $48,000. (Transportation Commission approved November 17, 1992, as part of the Fiscal Year 1994 Bikeway Program.)

24) On March 15, 1993, signed an agreement with Douglas County for the Oregon Dunes Patrol Project to provide law enforcement services in the Oregon Dunes National Recreation Area. (Chairman Hollern approved March 8, 1993.)

Dated this day 30TH of MARCH, 1993

William Anhorn
State Highway Engineer

March 26, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Chip seal on the Harper Junction-Malheur River Section of the Central Oregon Highway in Malheur County. Bids received on February 25, 1993. Contract No. 11,288 awarded on March 15, 1993, to Oregon Asphaltic Paving Co., Portland, at $433,095.00.

2) Work on the Queen Avenue-Corvallis/Lebanon Highway (Unit 2) Section of the Albany-Junction City Highway in Linn County. Bids received on February 25, 1993. Contract No. 11,293 awarded on March 2, 1993, to Morse Bros., Inc., Lebanon, at $2,142,673.50.

3) Work on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County. Bids received on February 25, 1993. Contract No. 11,294 awarded on March 10, 1993, to Wildish Paving Co., Eugene, at $8,203,330.75.

Dated this 30TH day of MARCH, 1993

William Anhorn
State Highway Engineer

March 26, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Program Section, renamed Program/Project Management Services Section, the following actions were taken:

1) Signed an agreement dated January 12, 1993, with the Federal Highway Administration covering the National Cooperative Highway Research Program for Fiscal Year 1993 in the amount of $219,157.

2) Signed the following Special City Allotment Agreements: (Transportation Commission approved October 20, 1992.)

DATE SIGNED	CITY	PROJECT
02/24/93	Drain	Payton Ave. (Cedar to City Limits) Project.
03/02/93	Long Creek	"C" St. (Main St. to 2nd St.)

3) On February 3, 1993, signed an agreement with Tri-Met covering the Tigard Park and Ride facility in the vicinity of the Pacific Highway West and S. W. 74th Avenue. (Transportation Commission approved July 17, 1990, as a part of the Six-Year Highway Improvement Program.)

4) On February 24, 1993, approved an agreement with Marion County and the City of Salem to construct a new traffic control signal and left-turn lanes at the intersection of Fisher Road and Silverton Road.

5) On February 24, 1993, signed an agreement with Polk County covering a project on the 0.55 mile section of the Robb Mill Road Project. (Transportation Commission approved on July 21, 1992, as part of the Fund Exchange Program. Program Section Manager approved the project on January 15, 1993.)

6) On March 2, 1993, signed an agreement with Hood River County to replace Bridge No. 27C10 on Neal Creek Road. (Program Section Manager approved on March 18, 1992.)

7) On March 2, 1993, signed an agreement with the City of Newberg for improvements on the Elliott Road (Highway 99W-Newberg High School) Project. (Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program. The Program Section Manager approved the project on December 3, 1992.)

8) On March 10, 1993, signed an agreement with the City of Milton-Freewater to widen and reconstruct the existing highway, install sidewalks and install a drainage system, water and sewer mains on the Freewater Highway from N. Lamb to Main Street. (Transportation Commission approved July 21, 1992, as part of the Six-Year Highway Improvement Program.)

9) On March 5, 1993, signed two agreements with Douglas County to construct a new bridge over Blacks Creek on Schofield Road and to reconstruct Sutherlin Creek Bridge #4 on Federal Aid Route A-411, County Road #388. (Program Services Manager approved on March 18, 1992. Donald Aman signed for the Program Services Manager.)

Dated this 31st day of March, 1993

Cam Gilmour, Manager
Program/Project Management Services Section

March 29, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

March 24, 1993 COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION & JURISDICTION	FEDERAL FUNDS	STATE SHARE	APPROVAL DATE
FUND EXCHANGE			
"C" Street (Culver) Jefferson County	$ 220,727	$ 207,483	3/20/93
Several Road Improvements Polk County	285,977	268,818	3/12/93
Brookswood Blvd. Deschutes County	273,455	257,048	3/9/93
Tiller Trail Highway Melrose Road Douglas County	403,954	379,717	3/4/93
Wahana Road City of Seaside	56,781	53,374	3/4/93
Canaan-Meissner Road Columbia County	478,084	449,399	3/2/93
HBRR PROJECTS			
Beaver Creek (Fern Hill Rd.) Br. #13371 Columbia County		CANCELLATION	3/22/93
Westport Slough (Point Adams Rd.) Br. #10C097 Columbia County		CANCELLATION	3/22/93

731-0314A(12-90)

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EXHIBIT D
MINUTES OF April 22, 1993

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
HBRR PROJECTS (Cont.)					
Hinton Creek (Aiken St.) Br. #49B07 City of Heppner			CANCELLATION		3/22/93
Willow Creek (Sperry St.) Br. #49B11 City of Heppner			CANCELLATION		3/22/93
Mill Creek (Old Military Rd.) Br. #53C063 Polk County			CANCELLATION		3/22/93
Muddy Creek (Co. Rd. 25800) Br. #03C09 Benton County			CANCELLATION		3/22/93
Willow Creek (Slaughter Rd.) Br. #10958 Morrow County			CANCELLATION		3/22/93
Walla Walla Road (Co. Rd. 613) Br. #59C428 Umatilla County			CANCELLATION		3/22/93
FAS-C FUNDS					
So. Umpqua River (Happy Valley Rd.) Br. #19C546 Douglas County			CANCELLATION		3/30/93
Lost River's Br. Nos. 5448, 15442 & 07906	$ 641,000	$ 575,200	$ 32,900	$ 32,900	3/12/93

Approved Cam Gilmour
Cam Gilmour, Manager
Program/Project Management Services

Date March 29, 1993

MKS051.sab

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On February 5, 1993, signed an agreement with the City of Woodburn to realign Country Club Road 150 feet to the east, to line up directly with Oregon Way to the south, and install a new traffic signal. (Transportation Commission approved on July 21, 1992, as part of the Six-Year Transportation Improvement Program.)

2) On February 16, 1993, approved a parking prohibition on the Jefferson Highway No. 164 from M.P. 5.49 to M.P. 6.17 in the City of Jefferson, Marion County.

3) On February 22, 1993, approved an agreement with Wal-Mart Stores, Inc. and the City of Ontario to modify an intersection at the Ontario Spur Highway (E. Idaho Avenue) and East Lane Avenue in Ontario and to install a traffic signal at said intersection.

4) On March 10, 1993, approved a parking prohibition on the north side of the Tualatin Valley Highway (ORE 8) near Canyon Drive in Washington County from M.P. 1.45 to M.P. 1.46, Community of West Slopes.

5) On March 10, 1993, rescinded action taken on October 25, 1990, on the Mt. Hood Highway (US 26) in the City of Gresham, Multnomah County, from M.P. 13.39 to M.P. 13.43.

6) On March 10, 1993, approved a parking prohibition on the Oregon Coast Highway No. 9 in Lincoln City, Lincoln County, at M.P. 113.44 to M.P. 113.48 (east side only).

Dated this 31st day of March, 1993

Dwayne Hofstetter, Traffic Engineer

F

MINUTES OF April 22, 1993

DATE: MARCH, 1993

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35B) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35B-45)

CURRY COUNTY: **BRUSH CREEK-MUSSEL CREEK - OREGON COAST HIGHWAY**:

1) File 4349 - Containing 0.45 Acres; $1,000; Approved 2/03/93.

LINCOLN COUNTY: **NEWPORT-TOLEDO - CORVALLIS-NEWPORT HIGHWAY**:

2) File 18545 - Containing 0.28 Acres; $700; Approved 2/03/93.

MULTNOMAH COUNTY:

COLUMBIA RIVER-SE HINKLEY - E. PORTLAND FREEWAY:

3) File 42722 - Containing 62,120 Sq. Ft.; $243,500; Approved 02/02/93.

N.E. GLISAN-S.E. DIVISION - EAST PORTLAND FREEWAY:

4) File 46610 (includes 46646) - Containing 1,260 Sq. Ft.; $ 625.00; Approved 2/01/93.
5) File 46613 (includes 46645) - Containing 4,440 Sq. Ft.; $2,264.40; Approved 2/01/93.

N.E. 82ND-NE SANDY BLVD. - N.E. PORTLAND HWY.:

6) File 44255 - Containing 20,100 Sq. Ft.; $26,000; Approved 2/26/93.

WALLOWA COUNTY: **MINAM-LOSTINE - WALLOWA LAKE HIGHWAY**:

7) File 36170 - Containing 21.75 Acres; $21,500; Approved 2/03/93.

PERSONAL SERVICE CONTRACTS: (35B-46)

8) Demolition Contract No. 52868-99-99; with Len Zakula Auctioneers, Inc.; Contractor will accomplish "broom clean" cleanup of main floor of warehouse at 49 SE Clay St., Portland; Start Date: 2/17/93; End Date: 3/18/93; Cost $3,600; Approved 2/17/93.

RELINQUISHMENTS: (35B-56)

9) A Relinquishment between State and Douglas County wherein State (per Agreement dated 10/28/85 with County) relinquishes portions of the **CANYONVILLE-TILLER SECTION** of the **TILLER-TRAIL HIGHWAY** to County for public road purposes only; Files 11855, 1185A, 12218, 13751, and 16063; Recorded 2/12/93, #93-03716, B1221-P464; Approved 5/06/92.

F

MINUTES OF April 22, 1993

DATE: **MARCH, 1993**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35B) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35B-45)

CURRY COUNTY: **BRUSH CREEK-MUSSEL CREEK - OREGON COAST HIGHWAY**:

1) File 4349 - Containing 0.45 Acres; $1,000; Approved 2/03/93.

LINCOLN COUNTY: **NEWPORT-TOLEDO - CORVALLIS-NEWPORT HIGHWAY**:

2) File 18545 - Containing 0.28 Acres; $700; Approved 2/03/93.

MULTNOMAH COUNTY:

COLUMBIA RIVER-SE HINKLEY - E. PORTLAND FREEWAY:

3) File 42722 - Containing 62,120 Sq. Ft.; $243,500; Approved 02/02/93.

N.E. GLISAN-S.E. DIVISION - EAST PORTLAND FREEWAY:

4) File 46610 (includes 46646) - Containing 1,260 Sq. Ft.; $ 625.00; Approved 2/01/93.
5) File 46613 (includes 46645) - Containing 4,440 Sq. Ft.; $2,264.40; Approved 2/01/93.

N.E. 82ND-NE SANDY BLVD. - N.E. PORTLAND HWY.:

6) File 44255 - Containing 20,100 Sq. Ft.; $26,000; Approved 2/26/93.

WALLOWA COUNTY: **MINAM-LOSTINE - WALLOWA LAKE HIGHWAY**:

7) File 36170 - Containing 21.75 Acres; $21,500; Approved 2/03/93.

PERSONAL SERVICE CONTRACTS: (35B-46)

8) Demolition Contract No. 52868-99-99; with Len Zakula Auctioneers, Inc.; Contractor will accomplish "broom clean" cleanup of main floor of warehouse at 49 SE Clay St., Portland; Start Date: 2/17/93; End Date: 3/18/93; Cost $3,600; Approved 2/17/93.

RELINQUISHMENTS: (35B-56)

9) A Relinquishment between State and Douglas County wherein State (per Agreement dated 10/28/85 with County) relinquishes portions of the **CANYONVILLE-TILLER SECTION** of the **TILLER-TRAIL HIGHWAY** to County for public road purposes only; Files 11855, 1185A, 12218, 13751, and 16063; Recorded 2/12/93, #93-03716, B1221-P464; Approved 5/06/92.

Report of Actions Taken Under Delegated Authority
March, 1993 - Page Two

R/W SERVICE AGREEMENTS: (35B-50)

10) Supplemental R/W Services Agreement #389; Misc. C. & A. #7961 (supplemental to C. & A. 11,307 dated 8/19/92) with Tillamook Public Works Dept.; State agrees to act for Agency in performing services related to acquisition of right-of-way for Agency; for **BIG NESTUCCA RIVER (BLAINE ROAD) BRIDGE #11379A**; Tillamook County; Approved 2/10/93.

11) R/W Services Agreement #388; with Douglas County Land Department; State agrees to perform services related to acquisition of right-of-way for Agency; **NORTH BROAD STREET PROJECT**; Douglas County; Advance Deposit for estimate of Costs of $14,500; Approved 2/16/93.

OPTIONS/OTHER DOCUMENTS RELATING TO ACQUISITION OF PROP. BY HWY. DIVISION: (35B-41)

BAKER COUNTY:

CLEAR CREEK BRIDGE #2838 - BAKER-COPPERFIELD HIGHWAY:

6181 001	Marjorie E. Harris, et al	$ 400	App. 02/17/93

CLACKAMAS COUNTY:

CLACKAMAS HWY.-GLADSTONE INTERCHANGE (UNIT 2) - SE 82ND DRIVE:

6166 009	Gus M. Steres; Mildred K. Steres	$ 18,400	App. 02/23/93

S.W. JEAN RD.-S.W. MADRONA ST (LAKE OSWEGO) - LOWER BOONES FERRY ROAD:

52327	Rose Gertiser	$107,500	App. 02/10/93
52333	Jack R. Schukart; Janice Schukart	$ 7,500	App. 02/03/93

DESCHUTES COUNTY:

BEND PARKWAY, PHASE 1 - THE DALLES-CALIFORNIA HIGHWAY:

6118 017	Lyle D. Zurflueh; Nancy L. Zurflueh	$107,700	App. 02/05/93

DOUGLAS COUNTY:

NORTH ROSEBURG INTERCHANGE - PACIFIC HIGHWAY:

6112 005	Timothy E. & Judith M. Blanke	$102,060	App. 02/12/93
6112 024	DTS, Inc.	$ 4,734	App. 02/16/93
6112 033	Shirley A. Cairns	$ 30,000	App. 02/03/93

GRANT COUNTY:

DICK CREEK BRIDGE - JOHN DAY HIGHWAY:

6176 001	Pacific Energy Management, Corp.	$ 400	App. 02/23/93

PRAIRIE CITY-AUSTIN JUNCTION - JOHN DAY HIGHWAY:

6131 003	Alfred E. Coombs, Trustee	$ 400	App. 02/16/93
6131 013	George M. Stevenson	$ 600	App. 02/18/93

PRAIRIE CITY-DIXIE SUMMIT - JOHN DAY HIGHWAY:

6131 011	Wayne & Romayne Emmel	$ 11,500	App. 02/23/93

Report of Actions Taken Under Delegated Authority
March, 1993 - Page Three

JACKSON COUNTY:

SAMS VALLEY HWY JCT-SHADY COVE (N UNIT) - CRATER LAKE HIGHWAY:

6091 001	Jimmie D. Stephenson	$ 1,525	App. 10/14/92
6091 002	Von & Aulda Williams	$ 1,000	App. 07/09/92
6091 003	Harold H. Hawley, Sr.	$ 1,960	App. 10/14/92
6091 004	Ronald L. Dean	$ 1,000	App. 07/09/92
6091 005	Richard A. & Alta J. Patterson	$ 19,200	App. 01/27/93
6091 006	L. Russell Cagwin; Ruth E. Cagwin	$ 20,000	App. 01/05/93
6091 007	Steve Rhodes; Geneva Rhodes	$ 10,000	App. 01/05/93
6091 009	John A. Underwood; Kathleen C. Underwood	$ 10,500	App. 07/21/92
6091 011	Truman Dean Collins; Z. Idelle Collins	$ 2,500	App. 10/14/92
6091 012	James E. Hemingway; Marilyn J. Hemingway	$ 200	App. 11/10/92
6091 013	John W. Brophy; Patsy Jo Brophy	$ 8,900	App. 10/14/92
6091 014	Ronald S. Freeman	$ 240	App. 11/18/92
6091 015	Kay Phillip Shugart; Marsha W. Shugart	$ 480	App. 11/10/92
6091 016	Robert Swanson; Marilyn Swanson	$ 150	App. 10/26/92
6091 017	James S. Pardee, Jr.; Virginia A. Pardee	$ 150	App. 11/28/92
6091 018	Mike Glen Sabatini	Donation	App. 11/10/92
6091 021	Gary Brandon	$ 3,150	App. 09/08/92
6091 022	Cindy N. Glaspell	$ 3,230	App. 01/27/93
6091 023	John E. McCaw, Jr.	$ 150	App. 01/05/93
6091 024	Harvey Campbell	$ 5,600	App. 01/05/93
6091 025	A.V. Monzel; Jane Monzel	$ 2,300	App. 10/14/92
6091 026	Lyman M. Meade; Joan L. Meade	$ 4,000	App. 01/06/93
6091 027	Upper Rogue United Methodist Church	$ 440	App. 10/14/92
6091 028	Francis R. Karmendy; Kathleen M. Karmendy	$ 475	App. 10/14/92
6091 029	Cory Holbrook	$ 2,100	App. 10/26/92
6091 030	Trail Christian Fellowship Church	$ 715	App. 01/05/93
6091 031	Trudie A. Buttram	$ 1,200	App. 01/06/93
6091 032	Nina Fern Miller	$ 2,470	App. 10/14/92
6091 034	Jack W. Jermain; Martha F. Jermain	$ 7,500	App. 11/24/92
6091 035	Lynne Sandra Stoye	$ 20,000	App. 11/18/92
6091 037	Paul M. Robinson; Ruth E. Robinson	$ 1,500	App. 11/10/92
6091 038	John E. Shawnego; Eva J. Shawnego	$ 2,300	App. 10/14/92
6091 039	Donald A. Bergen; Elouise Bergen	$ 800	App. 02/03/93
6091 040	Ralph E. Hubbard, Sr.; Anna K. Hubbard	$ 4,200	App. 10/14/92
6091 041	William F. Gilman; Cindy L. Gilman	$ 880	App. 01/27/93
6091 042	Evelyn McMahan	$ 17,500	App. 05/27/92
6091 043	Sandy Eichler-McCaslin-Kessler	$ 2,400	App. 11/18/92
6091 044	Donald A. Bergen; Elouise S. Bergen	$ 30,626	App. 02/03/93
6091 045	Gary Yost	$ 2,300	App. 01/05/93
6091 046	Leroy F. Braun	$ 1,680	App. 10/14/92
6091 047	Donald Ray Barnes	$ 1,990	App. 01/05/93
6091 048	Douglas A. Jackson; Mary Ann Jackson	$ 1,740	App. 11/10/92
6091 049	J. Andrew Poirier	$ 1,550	App. 10/26/92
6091 050	Larry S. Canha; Sandra E. Canha	$ 780	App. 01/05/93
6091 051	Rose C. Poirier	$ 150	App. 10/26/92
6091 052	Donald A. Bergen; Elouise Bergen (Whitehead)	$ 150	App. 02/12/93
6091 053	Floyd Sweat; JoAnn Sweat	$ 1,500	App. 01/27/93
6091 055	Donald W. Bergman	$ 2,450	App. 01/05/93

Report of Actions Taken Under Delegated Authority
March, 1993 - Page Four

TRAIL-CASEY STATE PARK (WEST UNIT) - CRATER LAKE HIGHWAY:

59193	Rogue River Lodge, Inc.	$ 250	App. 02/16/93
59196	Robert J. & Lynne A. Erspamer	$ 665	App. 02/03/93
59206	David A. & Byrdie C. Stevenson	$ 3,200	App. 02/03/93
59207	Dorothy J. Lippke	$ 250	App. 02/03/93

LANE COUNTY:

NOTI-VENETA (WEST UNIT) - FLORENCE-EUGENE HIGHWAY:

6074 018	Lane County School Dist. No. 28J	$ 2,692	App. 01/27/93

MULTNOMAH COUNTY:

WESTSIDE LIGHT RAIL LINE SECTION 5 - WESTSIDE LIGHT RAIL:

6168 011	Joe T. Kalberer; Roy S. & Ida E. Lakin	$120,000	App. 02/05/93
6168 021	Milton C. Lankton	$ 500	App. 02/12/93
6168 027	J.G.N. Corp., Inc.; (Horton; White; Okamoto; Housley)	$ 8,145	App. 02/25/93
6168 044	Eric S. and Sally H. McCready	$ 950	App. 02/12/93
6168 049	Mark & Sally Miller	$ 600	App. 02/03/93
6168 068	Daniella Fay Southwell Wolfe, Pers. Rep.	$ 4,000	App. 02/05/93

WASHINGTON COUNTY:

SW CENTER ST.-SW 76TH - SUNSET HIGHWAY:

6133 308	Ervin Miller; Mary Miller	$119,965	App. 02/03/93
6133 328	Thomas Sauberli	$ 450	App. 02/03/93

WESTSIDE LIGHT RAIL LINE SECTION 5 - WESTSIDE LIGHT RAIL:

6168 020	West Slope Water Dist. of Washington County	Donation	App. 02/17/93
6168 031	Round Hill Service Association #2	$ 1,084	App. 02/03/93
6168 034	Elfriede Baer	$ 1,390	App. 02/03/93
6168 035	Judith C. Welch	$ 1,000	App. 10/27/92
6168 035	Judith C. Welch (Supplemental Final Report)	$ 476	App. 03/02/93
6168 036	Thomas P. Toldrian; Sarah K. Toldrian	$ 2,268	App. 02/03/93

Dated this 8TH day of March, 1993

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

N. ROSEBURG INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

6112029 Anthony A. Ipac; Dennis H. Robinson

PRAIRIE CITY-AUSTIN JUNCTION SECTION OF THE JOHN DAY HIGHWAY

6131008 Ricco Ranch
6131012 Hedy Ricco Voigt

SE 21ST - SE MAIN SECTION OF THE TUALATIN VALLEY HIGHWAY

57643 James MacFarlane

Dated this 29th day of March, 1993.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, renamed Operations Support Section, the following actions were taken:

1) On January 29, 1993, approved a personal services contract with Interface Engineering Inc. to develop plans and specifications for the remodeling of the bituminous mix design laboratory ventilation and electrical service. This contract is effective February 4, 1993, and will expire December 31, 1993, at a cost not to exceed $10,000.

2) On February 4, 1993, approved an agreement with Yamhill County for the Public Lands Patrol Project. Contract period: January 15, 1993, until January 1, 1994, at a cost not to exceed $6,600.

3) On February 8, 1993, signed a personal service contract with Resolutions International to present partnering workshops to construction project personnel. This contract is effective February 26, 1993, through June 30, 1993, at a cost not to exceed $10,000. (Chairman Hollern approved Contract No. 11,041 on November 25, 1991, and provisions for a renewal with additional funding. Ken Karnosh signed on behalf of Wayne Cobine.)

Dated this 31 day of March, 1993

Wayne Cobine

Wayne Cobine, Manager
Operations Support Section

March 26, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On March 9, 1993, approved an interagency agreement with Oregon State University for the evaluation of technical proposals for seismic mapping design services. This contract begins March 9, 1993, and expires July 31, 1993. Cost shall not exceed $3,000.

Dated this 31 day of March, 1993

Terry J. Shike

Terry J. Shike, Bridge Engineer

March 26, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, now renamed as Region 1 Manager, the following action was taken:

1) On February 5, 1993, approved a personal service contract with Mike Ragsdale to provide consulting services which will aid and assist in the selection and acquisition of a new headquarter's office facility for Region 1. This contract will not exceed $10,000. Services will be provided between February 8, 1993, until August 1, 1993.

Dated this 4 day of April, 1993

Bruce Warner, Region 1 Manager

March 26, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, now renamed as Region 2 Manager, the following action was taken:

1) On February 24, 1993, approved a personal services contract with Melissa Berman of Berman Court Reporting to provide a court reporter for the public hearing regarding the Fern Hill to John Day River Bridge Project on March 3, 1993. This contract will expire March 15, 1993, and the cost will not exceed $1,000.

Dated this 1st day of APRIL, 1993

Ken Husby
Region 2 Manager

March 26, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, now renamed as Region 3 Manager, the following action was taken:

1) On February 3, 1993, approved an agreement with the City of Reedsport covering the use of their maintenance equipment. In exchange, the State will perform center and fog line striping on various streets.

Dated this 31 day of March, 1993

Donald R Wagner
Donald R. Wagner, Region 3 Manager

March 26, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineering Services Manager, the following actions were taken:

1) On February 2, 1993, approved an agreement with Chemeketa Community College for a "Pavement Management Systems" seminar to be held on March 1, 1993, at O'Callahan's Restaurant/Shilo Inn, The Dalles, or Chemeketa Community College Campus, Building 60. Payment shall not exceed $5,188. This agreement begins February 2, 1993, and expires March 15, 1993.

2) On February 9, 1993, approved a personal service contract with L. R. Squier Associates, Inc. for geotechnical consultation for the Highlands Interchange Project. Cost is not to exceed $7,500. Contract begins February 9, 1993, and expires July 15, 1993.

Dated this 31st day of March, 1993

Jack Sullivan

Jack Sullivan
Engineering Services Manager

March 26, 1993

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Environmental Section Manager, the following action was taken:

1) On January 11, 1993, approved an interagency cooperative agreement with State of Oregon Dispute Resolution Commission for the facilitation of the Action Planning Meeting on the Big Creek Land Acquisition. The cost will not exceed $1,000.

Dated this 4th day of March, 1993

Eb Engelmann

Eb Engelmann, Manager
Environmental Section

February 25, 1993

731-0314 (10-90)

STATE OF OREGON MINUTES OF ___ INTEROFFICE MEMO

April 22, 1993

Department of Transportation
Motor Carrier Group
Transportation Permit Unit

Date: March 16, 1993

To: Fran Neavoll
Commission Services

From: Steve Johnston, Manager
Motor Carrier Services Section

Subject: Adopted Amendments for Chapter 734, Division 74

Please file the attached amendments* to Oregon Administrative Rules, Chapter 734, Division 74.

The amended rules relate to divisible loads (such as gasoline, wood chips, logs, etc.) that operate under permit. They also clarify some of our current requirements, such as for road and weather conditions. We also added several new rules. For example, permits are automatically invalidated if the permittee receives an unsatisfactory safety rating. We also established new triple trailer driver qualifications, increased the minimum visibility requirements for triples, and made speeding in Oregon a permit violation. We also expanded permit eligibility requirements.

No requests for a hearing were received. Tom Bradd is adopting these rule amendments by delegated authority from the Commission, and they are effective upon filing. Bill Anhorn and Jane Hardy Cease have agreed to the adopting of these rules. I would like to have the rule amendments filed on March 16, 1993.

Enclosure

cc: Jane Hardy Cease
Bill Anhorn
Jim Hunter

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MAR 15 1993
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

* Amended rules filed under Permit Rule 49F in Commission's files, Salem

731-0281 (6-88)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
O	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as Manager, Transportation Development Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following actions were taken:

1) On January 13, 1993, signed a personal service contract with Pacific/West Communications Group Inc., (Ray Phelps), to develop an overall legislative strategy for the Oregon Transportation Plan funding package. Contract will begin on January 19, 1993, and expire on July 15, 1993. Cost not to exceed $49,500. (Chairman Hollern approved on January 13, 1993.)

2) On February 12, 1993, signed a personal services contract with Kittelson and Associates, Inc. for flexible traffic engineering services. Contract will begin February 12, 1993, expires July 31, 1993, and the cost will not exceed $80,000. (Oregon Transportation Commission approved on October 20, 1992.)

Dated this 3rd day of March, 1993

Paul Meyerhoff

Paul Meyerhoff
Manager, Transportation Development

February 26, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
0	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as Manager, Transportation Development Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following actions were taken:

1) On February 7, 1993, signed a personal services contract with International Road Dynamics, Inc. for the Ashland Port-of-Entry Advanced Sorting System (PASS) Operational Test. Contract will begin February 10, 1993, and expires on September 1, 1995. Cost not to exceed $409,178. (Oregon Transportation Commission approved July 21, 1992.)

2) On February 12, 1993, signed an agreement with the University of Oregon, Community Planning Workshop, to perform a public opinion survey as part of the Corridor Planning Process. Survey to be completed by July 1, 1993. Cost to the State is not to exceed $30,000. (Chairman Hollern approved on October 27, 1992.)

3) On March 9, 1993, signed a personal services contract with Oregon Transit Association to continue oversight of the Transportation '93 Committee. Contract begins March 15, 1993, and terminates July 31, 1993, or when the 1993 legislative session adjourns whichever occurs first. The contract sum shall not exceed $22,500. (Chairman Hollern approved on February 28, 1993.)

Dated this 30 day of March, 1993

Paul Meyerhoff
Manager, Transportation Development

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
P	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as the Administrator of Motor Vehicles Division, renamed as Manager, Driver and Motor Vehicle Services Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following action was taken:

1) On March 8, 1993, approved a personal services contract with Horizon Data Systems to provide support for the installation and operation of the Response Operating System running under a new version of VM. This contract begins March 12, 1993, and expires July 31, 1993. This contract shall not exceed $5,000. (Jim Hunter signed for DMVS Manager.)

Dated this 1st day of April, 1993

Jane Hardy Cease

Jane Hardy Cease
Manager, Driver and Motor Vehicle Services Branch

March 26, 1993

731-0314 (10-90)

Oregon Department of Transportation

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
Q	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1. On January 11, 1993, approved Interagency Agreement with Lane Community College to provide necessary registration, classroom, range, equipment, and instructors to conduct a minimum of six Motorcycle Rider Courses, four Experienced Rider Courses, and two Instructor Apprenticeship Courses. This Agreement began on January 11, 1993 and terminates December 31, 1993 at a cost not to exceed $10,356.00. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
   Traffic Safety Contract Number: MC938002259

2. On February 18, 1993, approved Interagency Agreement with Linn Benton Community College to provide necessary registration, classroom, range, equipment, and instructors to conduct a minimum of two Motorcycle Rider Courses, two Experienced Rider Courses, and five Motorcycle Safety Awareness Presentations. This Agreement began on February 18, 1993 and terminates December 31, 1993 at a cost not to exceed $7,825.00. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
   Traffic Safety Contract Number: MC938002260

3. On December 7, 1993, approved an Interagency Agreement with Portland Community College to provide necessary registration, classroom, range, equipment, and instructors to conduct a minimum of 12 Motorcycle Rider Courses and 6 Experienced Rider Courses. This Agreement began on January 1, 1993 and terminates December 31, 1993 at a cost not to exceed $17,070.40. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
   Traffic Safety Contract Number: MC938002261

4. On January 28, 1993, approved an Interagency Agreement with Chemeketa Community College to provide necessary registration, classroom, range, equipment, and instructors to conduct a minimum of 2 Motorcycle Rider Courses, 1 Experienced Rider Course, and 5 Motorcycle Safety Awareness Presentations. This Agreement began on January 28, 1993 and terminates December 31, 1993 at a cost not to exceed $7,595.61. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: MC938002262

5. On January 21, 1993, approved an Intergovernmental Agreement with the City of Astoria to convert a marked patrol vehicle to a nonstaffed, mobile radar unit and encourage news media coverage in order to increase drivers' awareness and public support for posted speeds. This Agreement began on January 21, 1993 and terminates September 30, 1993 at a cost not to exceed $480.00. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932004263

6. On January 13, 1993, approved an Intergovernmental Agreement with the City of Winston to purchase one radar unit and reader board to encourage compliance with speed laws, train police officers in the operation of the radar/display board equipment and use in targeted areas, and share the radar display board equipment with other communities including: Myrtle Creek, Roseburg, Douglas County, Oakland, and Sutherlin. This Agreement began on January 13, 1993 and terminates September 30, 1993 at a cost not to exceed $1,993.00. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932004264

7. On January 6, 1993, approved an Intergovernmental Agreement with the City of Madras (on behalf of the Jefferson County Safety Council) to promote traffic and pedestrian safety education through the use of locally-produced and pre-recorded safety videos, develop and maintain a video resource library in the Jefferson County Library, and to assist the Bend Area Traffic Safety Committee to develop a pedestrian safety spot in Bend. This Agreement began on January 6, 1993 and terminates September 30, 1993 at a cost not to exceed $2,475.00. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932004265

8. On January 14, 1993, approved an Intergovernmental Agreement with the City of Philomath to purchase one radar unit and reader board to encourage compliance with speed laws, train police officers, and citizens in the operation of the radar/display board equipment, concentrate on traffic enforcement in those areas where documented speeding is most sever, and to share the radar display board equipment with other communities upon request and when not being used by Philomath. This Agreement began on January 14, 1993 and terminates September 30, 1993 at a cost not to exceed $2,000.00. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932004266

9. On January 14, 1993, approved an Intergovernmental Agreement with Clackamas County to purchase one radar unit and reader board to encourage compliance with speed laws, train police officers, and citizens in the operation of the radar/display board equipment, to use equipment in targeted trouble spots throughout the County, particularly in school districts, conduct a public education campaign, and share the radar display board equipment with other traffic safety commissions in the County, community planning organizations, and law enforcement agencies. This Agreement began on January 14, 1993 and terminates September 30, 1993 at a cost not to exceed $2,000.00. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932004267

10. On January 20, 1993, approved an Intergovernmental Agreement with the City of Silverton to promote traffic and pedestrian safety education through the use of locally-produced and pre-recorded safety videos, to implement a Head Smart project aimed at increasing bicycle safety for youths 6-12 years old through education and a low cost helmet program, to work with local businesses, clubs, and other organizations to create a community incentive token program, to obtain or develop bicycle safety educational materials, to conduct a media campaign to raise awareness of bicycle safety and the Head Smart program, and conduct two bicycle safety rodeos. This Agreement began on January 20, 1993 and terminates September 30, 1993 at a cost not to exceed $2,000.00. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932004268

11. On February 10, 1993, approved a Personal Service Contract with FourStar Communications to assist in the coordination of the 25th Annual Traffic Safety Conference, design and develop registration method, flyer/registration forms, itinerary design and attendance rosters. This Contract began on February 10, 1993 and terminates June 15, 1993 at a cost not to exceed $2,250.00. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932002269

12. On March 11, 1993, approved a Personal Service Contract with Vantage Consulting to provide a Child Safety Seat Specialist to work with medical and law enforcement personnel to implement inspection clinics and serve as technical expert for child safety seat promotion. This Contract began on March 15, 1993 and terminates September 30, 1993 at a cost not to exceed $29,768.00. Approval was given for this contract on February 17, 1993, at which time the Traffic Safety Division Manager was authorized and directed to sign said contract for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: HB938504270

Dated this 25th day of March, 1993.

Traffic Safety Section, Manager

cc: Don Forbes, Director
Bill Anhorn, Deputy Director

REPORT OF CONDEMNATION CASES SETTLED

State v. FGC Investments

L - 9827
R - 57981
Section: Woodburn N.C.L. - Lincoln St.
Highway: Pacific East
County: Marion
State's Deposit: $27,100
Settlement: $42,000
Justification: The State filed an amended complaint with just compensation of $22,250 as a result of partial settlement with sign owners. During post-complaint negotiations, the State offered $42,000 based upon re-evaluation of the appraisal. The original appraisal had not adequately addressed the issue of parking that was eliminated as a result of the take. Leslie Benckendorf met with engineering and redesigned the take and adjusted the location of a retaining wall to assist in curing the elimination of parking for the businesses. Settlement was a result of curing parking by money to build a retaining wall and re-establish other city setback and landscaping requirements.
State's Attorney: Cynthia M. Fraser

State v. Grant County Federal Credit Union

L - 9759
R - 6094022
Section: WCL John Day
Highway: John Day
County: Grant
State's Deposit: $750
Settlement: $7,500
Justification: The State filed the complaint and alleged $750 as just compensation. Defendant answered and alleged $4,200 plus $9,045 in damages. The State filed an amended complaint due to changes relating to easements and alleged $750 as just compensation. Defendant accepted the State's offer of $7,500 during negotiations.
State's Attorney: Robert A. Petersen

State v. Weishaar, Stanley

L - 9829
R - 6059033

Section: Old Oregon Trail-Island City
Highway: Wallowa
County: Union
State's Deposit: $5,175
Settlement: $5,175
Justification: The State filed its complaint with $1,000 as just compensation. During negotiations, defendant accepted the State's offer after reaching agreement on approach width and curbing.
State's Attorney: Cynthia M. Fraser

REPORT OF CONDEMNATION CASES DISMISSED

State v. Rudolph, Bertram F., Jr.

L - 9848
R - 6083005
Section: Catching Slough Bridge
Highway: Coos River
County: Coos
Amt. of Complaint: $455
Option Amount: N/A
Remarks: State filed a complaint with just compensation of $455. Defendant was served but did not file an Answer. The state moved for and received a default judgment on December 7, 1992.

State v. Tuttle Papock, et al

L - 9768
R - 6027010
Section: Market Street Interchange
Highway: Pacific
County: Marion
Amt. of Complaint: $384,850
Option Amount: $465,000 + $25,000 (Circle K-fixtures)
Remarks: Interests of the property were acquired through option and deed.

* * * * * * *

JTT07BF9/RW/cr

R

April 22, 1993

REPORT OF CONDEMNATION CASES SETTLED

State v. Anderson, Theodore & Karen, et al.

L - 9907
R - 6144001
Section: O'XING SPRR-I-5
Highway: Coos Bay-Roseburg
County: Douglas
State's Deposit: $3,350
Settlement: $8,000
Justification: The State filed a Complaint alleging just compensation of $3,350 based upon a staff appraisal. Defendants Anderson did not answer. Douglas County acquired additional property from the same parcel at a higher value resulting in the just compensation increasing to $8,000. During subsequent negotiations, defendants thereafter accepted the State's settlement offer of $8,000.
State's Attorney: Cynthia M. Fraser

State v. Hurliman, Francis J., et al

L - 9899
R - 57517
Section: SE 21st Avenue-Baseline
Highway: Tualatin Valley
County: Washington
State's Deposit: $15,300
Settlement: $18,500
Justification: The State filed an Amended Complaint with just compensation of $15,300. During negotiations with defendants, it was realized that just compensation needed to include the cost of moving a sign. Defendant did not answer but accepted the State's offer of $18,500, which included the cost of moving the sign.
State's Attorney: Cynthia M. Fraser

State v. Juhnke, Daniel R. & Kim, et al.

L - 9900
R - 57143
Section: Mt. Hood-Long Prairie Rd.
Highway: Mt. Hood
County: Hood River
State's Deposit: $8,700

Settlement: $8.700
Justification: A proceedings in Eminent Domain Complaint was filed on 09/21/92 in a circuit court of the State of Oregon for the County of Hood River. Thereafter, an Amended Complaint was filed on 10/08/92. The Amended Complaint alleged the true value of the acquisition being appropriated by plaintiff and the damages, if any, resulting from the appropriation thereof was the sum of $8,700. This amount was deposited into court on 10/12/92. The State offered $8,700 and defendants accepted this offer.
State's Attorney: Roger R. Warren

State v. Kemp, Russell & Ramona, et al.

L - 9895
R - 56613
Section: Trail-Casey State Park
Highway: Crater Lake
County: Jackson
State's Deposit: $1,100
Settlement: $4,500
Justification: The State filed its Complaint with just compensation (from a staff appraisal) at $1,100. Defendants originally believed just compensation to be $12,500. They hired an appraiser who valued the just compensation at $4,500. The State acknowledged the defendants' position regarding the concern of diminishing value due to the close proximity of the right of way line to the home and offered to settle for the appraisal amount of $4,500. Defendants accepted.
State's Attorney: Cynthia M. Fraser

State v. McCamman, Jeffery & Tammy

L - 9897
R - 6104008
Section: OR-212 at 232nd Drive
Highway: Clackamas-Boring
County: Clackamas
State's Deposit: $2,100
Settlement: $3,520
Justification: The state filed a Proceedings in Eminent Domain Complaint and alleged $2,100 as just compensation. Defendants answered $3,520. During subsequent negotiations, the State offered $3,520 and defendants accepted.
State's Attorney: Roger R. Warren

State v. Nelson, David H., et al.

L - 9656
R - 6051005
Section: UPRR O'XING Pendleton Hwy. (S. Unit)

Highway: Pendleton
County: Umatilla
State's Deposit: $1,850
Settlement: $4,473.90
Justification: This file was settled in conjunction with R-6051017/L9826. The State's offer was based upon contributory value of a cased well.
State's Attorney: Robert A. Petersen

State v. Scully, Robert M. & Ramona R., et al

L - 9783
R - 1059011
Section: Old Oregon Trail-Island City
Highway: Wallowa Lake
County: Union
State's Deposit: $23,100
Settlement: $35,000
Justification: The State filed a Complaint alleging just compensation in the amount of $23,000. The property owners also owned land adjacent to this property. The files were settled together. This property was zoned commercial but was improved with a residence. The take included demolishing the residence. The highest and best use of the property was to be used in conjunction with the property owners' adjoining land. Cost to cure defects created by the take required additional compensation. Defendants originally requested $90,000 for both files $45,000 per file). The parties agreed on land value and were able to agree on compensation to cure severance damages, arriving at an agreed settlement of $35,000.
State's Attorney: Cynthia M. Fraser

State v. Stebbins, John R., et al.

L - 9782
R - 6059010
Section: Old Oregon Trail-Island City
Highway: Wallowa Lake
County: Union
State's Deposit: $8,220
Settlement: $26,600

Justification: The State filed an Amended Complaint with $8,200 as just compensation. Defendant desired $90,000 as compensation for severance damages to this property and an adjacent property settled at the same time. The appraisal had not taken into consideration traffic flow onto the property and loss of display to businesses. The settlement of $26,600 was to cure traffic flow and recreate display area.
State's Attorney: Cynthia M. Fraser

State v. Tatone

L - 9831
R - 6099011
Section: Arlington-Cedar Springs Rd.
Highway: John Day
County: Gilliam
State's Deposit: $2,725
Settlement: $4,001
Justification: The State filed a Complaint with $1,800 as just compensation. As the result of negotiations, the State reduced the area of the take and filed an Amended Complaint with $1,000 as just compensation and the defendant answered demanding $40,000. The defendant accepted the State's 30-Day offer during the first day of trial.
State's Attorney: Robert A. Petersen

State v. Warren, Merle & M. Louise, Trustees

L - 9889
R - 55443
Section: Queen Ave. - Corvallis/Lebanon
Highway: Albany-Junction City
County: Linn
State's Deposit: $5,040
Settlement: $8,500
Justification: The State filed a Complaint alleging just compensation of $5,040. Defendants answered but did not plead a specific amount. The State offered $8,500 and defendants accepted. The State's offer of $8,500 was based on the revised cost to cure and an updated appraisal review.
State's Attorney: Roger R. Warren

REPORT OF CONDEMNATION CASES DISMISSED

State v. Moyer Cinemas, et al.

L - 9915
R - 55447
Section: Queen Avenue/Corvallis/Lebanon Highway
Highway: Albany-Junction City
County: Linn
Amt. of Complaint: $8,500
Option Amount: $14,250

State v. Cairns, Shirley

L - 9911
R - 6112033
Section: North Roseburg Interchange
Highway: Pacific
County: Douglas
Amt. of Complaint: $19,200
Option Amount: $30,000
Remarks: Option and Deed obtained from Defendant Cairns by Leslie Benckendorf, ROW Liaison Agent.

State v. DTS, Inc.

L - 9923
R - 6112024
Section: North Roseburg Interchange
Highway: Pacific
County: Douglas
Amt. of Complaint: $1,940
Option Amount: $4,734
Remarks: File optioned by ROW. Case was unassigned.

State v. Mt. Hood Assembly of God

L - 9914
R - 57153
Section: Mt. Hood Long Prairie
Highway: Mt. Hood
County: Hood River
Amt. of Complaint: $17,860
Option Amount: $27,000

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R

April 22, 1993

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R

April 22, 1993

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County: Hood River
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Option Amount: $27,000

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Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
S	April 22, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

Mar. 15, 1993

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On March 15, 1993 $9,064,287.76 was distributed to the counties as their share of motor vehicle revenues for the month of February, 1993.

On March 15, 1993 $5,747,134.00 was distributed to the cities for the month of February, 1993.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of March, 1993.

Douglass R. Goldbach, Financial Systems Manager
Oregon Department of Transportation

731-0314A (10-90)

MINUTES
of the
OREGON TRANSPORTATION COMMISSION

FORMAL MEETING

MAY 19, 1993

SALEM, OREGON

On May 19, 1993, the Oregon Transportation Commission held its regular monthly meeting in Room 122 of the Transportation Building in Salem at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Susan Brody, Member
Donald E. Forbes, Director of Transportation
William Anhorn, Deputy Director and State Highway Engineer
Judy Gregory, Manager, Human Resource and Organization Development
Paul Meyerhoff, Manager, Transportation Development
Jane Hardy Cease, Manager, Driver and Motor Vehicle Services
Tony Lewis, Manager, Financial Services
Bruce Warner, Region 1 Manager
Don Wagner, Region 3 Manager
Fran Neavoll, Community and Governmental Relations

Chairman Hollern presented Florence Neavoll with a resolution recognizing her 43 years of service with the State of Oregon. (Copy of Commemorative Resolution No. 33 in Commission's files, Salem.)

Vice Chairman Whitty moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

1) Minutes of the April 22, 1993, Commission meeting, Work Session with Bicycle Advisory Committee, Joint Meeting with Land Conservation and Development Commission and Environmental Quality Commission.

(Continued on next page.)

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement, or donation. (Right of Way Resolution No. 2859 in Commission's files, Salem)

3) Reappointed Keith Petrie, Rita Furnanz, Regina Gregory and Roger Schmidt to the Winter Recreation Advisory Committee for a four-year term of office beginning July 1, 1993.

4) Jurisdictional road exchange with Jackson County as follows: (Authorized State Highway Engineer to sign necessary documents.)

   - Jackson County will assume responsibility for Alford Road, Foley Lane, Nellis Avenue, Old Stage Road, and Lampman Road.

   - The Department will assume responsibility of South Valley View Road between I-5 and OR99.

5) AASHTO's Policy on Geometric Design of Highways and Streets 1990. This replaces the 1984 publication (Copy of publication in Department's Library.)

6) Abandoned damage claim #CAO-89-353 in the amount of $6,481.74 for replacement of a signal control cabinet on the Umatilla-Stanfield Highway (Route 395) in Umatilla County.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Manager, Human Resource & Organization Development Branch	Exhibit C
State Highway Engineer	Exhibit D
Program/Project Management Services Section Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Office of Operations, Maintenance/Construction Manager	Exhibit H
Region 3 Manager	Exhibit I
Engineering Services Manager	Exhibit J
Support Services Manger	Exhibit K
Environmental Section Manager	Exhibit L
Information Systems Branch Manager	Exhibit M
Assistant Attorney General	Exhibit N
Highway Controller	Exhibit O

The Commission confirmed their next meeting date as Wednesday, June 16, 1993, in Salem at 8:30 a.m. The Commission tentatively set Tuesday, July 20 (tour and dinner) and Wednesday July 21, in Hood River for their following meeting.

The Commission presented plaques to the following employees for their outstanding employee suggestions for 1992: Lori Butler, Cindi Hormann, Sherry Heth, and Christina Wilson. Dee Holt was not in attendance to receive her plaque.

The Commission recognized Mike Israel of the Cascade Locks Maintenance Section, who recently saved several drivers from a head-on collision by warning them of a wrong way driver on I-84.

Donald Forbes gave a legislative update on the ODOT Budget Bill (HB 5027) and the ODOT Reorganization Bill (SB 98). Paul Meyerhoff briefed the Commission on the status of the Transportation Plan Finance Package. He also discussed the ethanol bill and the congestion pricing bill.

Donald Forbes announced the appointment of Bob Reitmajer as Region 5 Manager replacing J. X. Wilson, who retired on April 30, 1993.

Donald Forbes requested the Commission's approval to extend a contract with Ball, Janik, and Novack to provide Federal representation for the Department in Washington D.C. He explained it was important to continue the contract to represent the Department's priorities for the 1994 appropriations process, monitor rulemaking by USDOT for the new Surface Transportation Bill, and advise the Department regarding technical amendments to the new Bill. The supplemental contract would not exceed $53,130 for the period July 1, 1993, to December 31, 1993. Commissioner Brody moved for approval of the request. The motion carried unanimously and the Commission authorized the Director to sign the supplemental contract.

Judy Gregory requested approval to enter into personal service contracts to develop a Human Resource Information System. She explained this would be a three step approach toward implementation. First, a consultant would be hired to re-engineer the human resource practices. Phase 2 would be an analysis of information system needs to support the new practices. Phase 3 would be to purchase the Human Resource Information System software, training, and support hardware. The combined cost of the three phases may approach $2 million depending upon the findings of the first two steps. She requested approval of funds in the amount of $200,000 to contract for the first two steps in the process. She said they would return with the findings of step two for approval of funds to purchase the software. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the Manager of Human Resource and Organization Development to select the contractors, award and sign the contracts.

Gary Viehdorfer requested approval of a personal service contract with AIRTECH, Inc. and any necessary documents to complete the 1993 State Aviation System Plan. He mentioned a Federal Grant for $169,700 has been accepted and $18,856 will come from the Aeronautics Funds. He said no funds will be spent prior to July 1, 1993, except $5,000 for mailing an information survey for capital improvement projects which the Federal Aviation Administration has requested be completed by June 1. Commissioner Brody moved for approval of the request and the motion carried unanimously. The Commission authorized the Interim Aeronautics Manager to sign the documents on their behalf.

Paul Meyerhoff briefed the Commission on the Aeronautic Division's need for additional Other Funds Expenditure Limitation during the 1991-93 biennium. He said the initial estimated amount of need was $320,000 but recent efforts will reduce that level considerably. He mentioned the Agency projects sufficient revenues to cover the expenditure request. He explained the circumstances that created this problem as 1) unexpected aircraft engine overhaul; 2) additional air search and rescue costs for needed overtime hours; 3) hazardous waste cleanup; 4) hiring temporary help and consultants in special instances; and 5) additional Federal pass-through grants related to statewide aviation planning, airport layout planning, and environmental assessment projects. He said a request has been sent to the Legislature and it is hoped action will be taken within two weeks. (Detailed letter dated May 3, 1993, to the House Appropriations Committee and the Senate Ways and Means Committee.)

Joni Reid, Manager of the Public Transit Section, requested authority to proceed with the Public Transportation Plan and for the Director and the Manager of the Transportation Development Branch to appoint an advisory committee for the Plan, to issue proposals for consultant support to prepare the Plan, to select the consultants, award and to sign the contracts. The cost is not to exceed $185,000. She explained that the Oregon Transportation Plan and the State Agency Coordination Agreement call for the development of modal plans to carry out the Department's responsibilities. The Public Transportation Plan will fill that role. It will implement the public transportation policies and goals of the Plan and translate them into specific actions and projects. She handed the Commission a two-page written Work Plan and Time Schedule. (Copies in Commission's files, Salem.) Commissioner Brody moved for approval of the request. The motion carried unanimously. The Commission authorized the Manager of the Transportation Development Branch to sign the necessary contracts to prepare the Plan.

At 9:10 a.m., Vice Chairman Whitty left the meeting due to a family emergency.

Paul Meyerhoff requested the Commission's approval in concept of the Willamette Valley Transportation Strategy and High Speed Rail Implementation Plan. He asked the Co-Managers of the Project, Erik East and Dave Bishop, to explain the proposal. (Written document entitled Willamette Valley Transportation Strategy and High Speed Rail Implementation Project: Concepts, Process, Calendar, and Budget dated April 28, 1993, in Commission's files, Salem.)

Erik East recalled that one of the Commission's initiatives was to develop a high speed passenger rail system along the Northwest Corridor from Eugene to Vancouver, B.C. by the year 2000. He said the Department would need to establish, facilitate, and staff four parallel efforts over the next two years in cooperation with the MPO's and local governments as follows: 1) Willamette Valley strategy coordination; 2) Initial passenger services improvements; 3) High speed rail planning and project development; and 4) Initial high speed rail construction. He explained the strategy overview for each of the four efforts.

Dave Bishop explained the proposed steering committee structure, consisting of 23 members on the Willamette Valley Transportation Policy Advisory Committee, 11 members on the High Speed Rail Task Force, and the Willamette Valley Transportation Technical Advisory Committee (State/local government and private sector).

Chairman Hollern suggested that the Commission appoint Commissioner Brody to chair both the Policy Advisory and the Task Force Committees. He felt she would be the appropriate member to represent the Commission, since she lives in the Willamette Valley.

Dave Bishop reviewed the time schedule for this project. He said the strategy for the valley should be developed in a year. Committees will be formed in May, consultants selected in September, first draft of the strategy completed by January, public meetings in February and March 1994, a high speed rail component of the Valley plan adopted in April, and a Valley strategy adopted in June.

Erik East discussed some of the comments received so far on the strategy as drafted. There was concern about the size of committees, railroad crossing closures, land use implications, and committee structure. He said PUC would like to be on all the committees and LCDC would like to participate on the Policy Advisory Committee. Commissioner Brody said she would like LCDC included on the Policy Committee. Her reasons were: the project would impact land use, it is a highly visible project; and the planning and coordination fits into the Governor's challenge for State Agencies to work together.

Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission taking the following action, subject to funding approval from the Legislature:

a) Approved in concept the Willamette Valley Transportation Strategy and High Speed Rail Implementation Plan;

b) Appointed Commissioner Brody to serve as Chair of the Committees representing the Commission;

c) Authorized the Director and Transportation Development Branch to organize committees and proceed with system planning, project development and implementation.

Paul Meyerhoff requested authority to extend an existing contract with The Gallup Organization, Inc., to June 30, 1995, for assessment of Oregon's transportation user demands at a cost of $99,977. He said the original request-for-qualifications contract with Gallup allows for such an extension. He explained the current contract expires June 30, 1993, and the extension will permit two annual tracking comparisons of a bench mark survey to be conducted for the first time this Spring. In addition, Gallup will conduct a transportation-related survey of Oregon business firms and a fourth smaller statewide assessment with the precise topic to be determined later. The information gathered will guide the planning of transportation services by the Department. Commissioner Brody moved for approval of the request and the motion carried unanimously. The Commission authorized the Transportation Development Branch Manager to sign the contract.

Paul Meyerhoff recalled that at the April 22, 1993, meeting with the Land Conservation and Development Commission and the Environmental Quality Commission, Chairman Hollern suggested the three Commissions discuss at their next meeting ways of working together to address the Oregon Benchmarks and how long-term goals could be achieved for Oregon. Don Byard lead the discussion by saying the Commission would see the presentation by the Oregon Business Council on the Oregon Values Survey at lunch. He told the Commission that LCDC would discuss this particular item at their June 10th meeting. EQC has informally decided they would like to focus on specific priority issues and to try and anticipate problems rather than react. He mentioned it was their feeling to wait until after the Legislature adjourned.

Don Byard asked Chairman Hollern to lead the Commission in a discussion of how the three Commissions can work together toward common goals. He suggested as an idea that Chairman Hollern and Don Forbes meet with EQC as he does with LCDC every few months. He said another idea may be to consider a full meeting with the other Commissions.

Chairman Hollern felt the meeting was useful but suggested that the meetings be held periodically. He said there is a need to find some way to set priorities of joint interest. He commented an issue of joint interest would be Portland's Air Quality.

Commissioner Brody liked the idea of an annual meeting among the Commissions. She felt it was difficult to pick one specific issue in a particular area and not focus on issues that are important to other parts of the State. She suggested that the Directors compile a priority list and report back to the Commission.

Commissioner Ford suggested an overview of the activities in order to better educate the responsibilities of each of the Commissions and Departments. She also felt that it was important to involve the rest of the State as well as the metropolitan areas.

Chairman Hollern suggested the whole broad area of the transportation planning rule implementation, if that is the direction to proceed, will take a coordinated effort of the three Agencies and is a fruitful area to work on.

Mr. Forbes added that an area where all three Commissions clearly overlap is in the urban areas. He explained the three Directors sit on a larger team called Urban Livability and deals with urban form even in the smaller but growing communities of Oregon. He said the three Commissions clearly have a common interest and is an area where the three Departments could talk about common objectives.

Commissioner Brody supported Commissioner Ford's remarks. She felt that a work session should be scheduled in the next three months with each of the Agencies individually to learn about their activities, what are the key issues, what are the challenges, and the effectiveness of the partnership.

Chairman Hollern suggested after the Legislature adjourns (preferably September) scheduling a work session to discuss the priorities and how much time the commissioners are willing to devote. He commented the Commission has expressed a desire to take more time to understand each other's programs and to work jointly on developing priorities.

Tony Lewis discussed the personal service contract with Preston, Thorgrimson, Shidler, Gates and Ellis, a legal firm which acts as the Department's bond counsel. He explained the one-year contract expires on June 30, 1993, which contains a provision for a two-year extension. He said the current contract limit is $95,000 and the estimated expenditures through June 30 will be $45,000, leaving a balance available of $50,000. The Attorney General's office has recommended writing a new contracting rather than extend the existing one. He recommended using the $50,000 available from the existing contract plus $30,000 additional, with an expiration date of June 30, 1995. Commissioner Ford moved for approval. The motion carried unanimously. The Commission authorized the Director or Chief Financial Officer to sign any necessary documents related to the execution of the contract with Preston, Thorgrimson, Shidler, Gates and Ellis.

Tony Lewis recommended renewing the personal service contract with Public Financial Management, Inc., a firm which acts as the Department's financial advisor. The amendment would add $30,000 to the current limit (increase it to $190,000) and extend the contract term to June 30, 1995. Commissioner Brody moved for approval. The motion carried unanimously. The Commission authorized the Director or Chief Financial Officer to sign the amendment.

Jean Hardy Cease requested approval to enter into a contract with Executive Consulting Group as quality assurance auditor for DMV's Information Systems Project from July 1, 1993, through December 31, 1994, at an approximate cost of $400,000. She explained this contract will be a continuation of an existing contract. She felt this was critical during this project period when development contractors are changing. She mentioned that although this is a six-year project, the contract will only be through the end of 1994 because the Executive Department may require a new auditor after that time to provide a fresh perspective. Commissioner Ford moved for approval of the request and motion carried unanimously. The Commission authorized the Driver and Motor Vehicle Services Branch Manager to award and sign the contract.

At the request of William Anhorn Commissioner Brody moved for adding the following projects to the 1993-98 Transportation Improvement Program. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreements:

- Center turn lane at First Street & Sixth Street in Rainier on the Lower Columbia River Highway in Columbia County at an estimated cost of $60,000 in Fiscal Year 1993.

- Flashing beacon on the Salmon River Highway at Red Prairie Road Project in Yamhill County at an estimated cost of $15,000 in Fiscal Year 1993.

William Anhorn requested an increase in project authorization on Contract No. 11,013 for the Coquille Reroute Section of the Coos Bay-Roseburg Highway in Coos County in the amount of $220,925 (2.0 percent increase). Commissioner Brody moved for approval of the request and the motion carried unanimously by the Commission.

Bruce Warner requested approval of an interagency agreement with the Columbia River Gorge National Scenic Area office of the U.S. Forest Service to contract for engineering analysis related to the traffic impacts of the potential recreational facilities near Jordan Interchange on Interstate 84 at an estimated cost of $250,000. He explained the Forest Service currently has a contract with David Evans and Associates for environmental services to prepare a site plan for the Sandy River Delta area and a Gateway Interpretive Center. The contract includes preparation of an environmental impact statement. He said as a part of the NEPA process it has been determined that access and related traffic impacts to this site are major issues. The estimated cost of engineering work related to needed changes on I-84 and Jordan Road is $250,000 which would be the Department's share of the consultant cost. He mentioned the project is not in the Transportation Improvement Program and completion of the engineering and environmental analysis does not commit the Department to a new modernization project.

Art Carroll, Area Manager of the Columbia River Gorge National Scenic Area of the U. S. Forest Service, was in attendance and briefed the Commission by a map of the proposal.

Commissioner Brody moved for approval of the request and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the interagency agreement with the U. S. Forest Service at an estimated cost of $250,000.

William Anhorn asked the Commission to terminate Contract No. 11,209 for upgrading signals on the N. E. Savage Street-S.E. "M" Street Section in Grants Pass on the Redwood Highway, Jackson County, in the amount of $1,102,395. He explained the current Transportation Improvement Plan includes a modernization project in 1995 that will reconstruct these same two streets. If work is performed under this contract, most of the

work will be required to be moved and reconstructed. He said it would be in the Department's best interest to terminate the contract and include the deleted work in the proposed 1995 project. Materials already acquired by the contractor would become ODOT property for use on the 1995 or other projects. He recommended that the Commission approve termination of the contract for public convenience and allow him to negotiate with the contractor for a settlement not to exceed $265,000. The City of Grants Pass concurs with this recommendation. Commissioner Ford moved for approval of the termination of the contract. The motion carried unanimously by the Commission.

Steve Green, Right of Way Manager, recalled that since 1986 the Department has taken a much more aggressive approach in converting the inventory of excess property to cash which can be used to fund transportation system improvements. He explained this has translated to demanding fair market rent for non-transportation uses of property and seeking to dispose of property no longer needed. As the Department has informed governmental units, who are parties to old use agreements, of its intention to sell property or to charge a fair market rental rate for continued use, governmental units have expressed concern. He asked for the Commission's guidance on property in Clatskanie, Columbia County.

Mr. Green explained that property in Clatskanie was bought in 1936 for $300. The property was maintained in the Department inventory with little or no interest until 1966, when Columbia County indicated a desire to purchase. Acting upon that indication of interest, the property was declared surplus and offered to the County for $9,500. Apparently, because the County did not have or did not wish to invest that much money, a ten-year lease was entered into for gratis consideration. Shortly thereafter, the County invested in excess of $4,000 to construct the Beaver Boat Ramp on the property. When the lease expired in 1976, a gratis land use agreement was entered into and the lease has been allowed to continue. The Department obtained an appraisal in the amount of $25,000 for the property.

Mr. Green said this property in 1992 was identified by the Department as one with potential for sale but when Columbia County was given notice of the Department's desire to sell the property or enter into a fair market value rental, the County protested. He commented the Department is going to find itself in this situation more and more as the excess and surplus inventory is marketed. He said a quick review of the inventory indicates 87 parcels containing approximately 512 acres with a value in excess of $2 million in this category.

Chairman Hollern said he had discussed this issue with Senator Joan Dukes. He suggested deferring action for several months in order to allow time to work with Senator Dukes as it may be possible to work jointly with the Legislature on this issue. The Commission unanimously concurred with Chairman Hollern's request to defer action. (Two-page written report in Commission's files, Salem.)

Andy Marks, Portland Cement Association, appeared before the Commission concerning the quality of pavements used on highways, cost, safety and comfort of the traveling public. He presented facts about Oregon's highway system, which are described in a written statement. (Copy in Commission's files, Salem.) He stated that the volumes of continuously refined concrete pavements projected for construction for the period 1992-1998 are down over 67% compared to the 1986-1991 period. He asked the Commission to:

1. Maintain the 90% Fair or Better criterion, but add a directive to staff for the 90% Fair or Better goal to be met on a sustainable basis with minimum maintenance.

2. Direct staff to channel a significant portion of ODOT construction funds to be expended each year on reconstruction of pavements which will remove, not add, maintenance and overlay burden for highway system management.

3. Request the Commission consider a directive to staff to select and design pavement systems which need only incidental maintenance within their designed life, and to select systems which do not require overlays within their design life.

Also present were Roger Langeliers, Walt's Concrete Company; Tim Hendrix Wildish Standard Paving Company; and John Strada, Northwest Chapter, ACPA.

Chairman Hollern indicated the Commission is neutral on the type of material used on the highways. He said consideration is given to the initial cost, the repair cost, and the life cycle cost. He asked the staff to consider Mr. Marks' request.

At 10:35 a.m., Chairman Hollern called for a recess and reconvened the meeting for a work session.

At 10:50 a.m., in the same room the Transportation Commission held a work session with the Traffic Safety Advisory Committee. (Notice of the work session had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman, Transportation Commission
Cynthia J. Ford, Member, Oregon Transportation Commission
Susan Brody, Member, Oregon Transportation Commission

(Continued on next page.)

Donald Forbes, Director, Department of Transportation
Paul Meyerhoff, Manager, Transportation Development
Ed Marges, Manager, Traffic Safety Section
Fran Neavoll, Community and Governmental Relations
JoAnne Sutherland, Traffic Safety Committee member
Kay Glazer, Traffic Safety Committee member
John Ross, Traffic Safety Committee member
Barbara Stoeffler, Member of Governor's Advisory Committee on DUII
James Stevenson, Oregon State Police
Robin Gunn, City of Portland

There were other staff members present.

Ed Marges, Manager of Traffic Safety Section, began the work session by outlining their organizational structure, which included various committees, subcommittees, and consultants. He said their public information/education program is communicated by radio, television, brochures, messages on buses, etc. He explained an audience is targeted that is having problems, the message is developed and delivered, and then the program is evaluated every year.

June Ross of the Traffic Safety Section said their specific public information goals are to support traffic safety, to inform the public, and to encourage positive behavior. She commented the first issue addressed through a multi-media public information program was drunk driving. She mentioned the focus was on the loss of the driver's license after drinking.

Stan Porter of the Traffic Safety Section briefed the Commission on the motorcycle safety information program. He said the areas causing the accidents were targeted, such as motorist awareness, drinking rider, non-licensed or unendorsed rider, and young riders. He commented that posters and pamphlets were used to disseminate the information.

Stan Porter on behalf of Geri Parker told how the safety belt information program was communicated to the public.

The Commission viewed short public announcements used by the media on the drunk driving, motorcycle, and safety belt public information/education program.

JoAnne Sutherland, Traffic Safety Committee member, told how the City of Madras has used the mini-grant system for speed control radar, training video equipment, and a pedestrian/safety video. She stated as a member of the Traffic Safety Committee she would be able to help the rural communities.

Kay Glazer, Traffic Safety Committee member, expressed concern about the reorganization in that Traffic Safety, a small section, becoming a part of a large Department. She urged the Commission to recognize the importance of the Traffic Safety Division and the direct relation to saving lives.

Barbara Stoeffler, Mothers Against Drunk Driving, told of her work and the activities with the Traffic Safety Section. She stressed the importance of their involvement as a citizen advocate and their coordination for traffic safety.

Robin Gunn, Bureau of Traffic Management, City of Portland, told of her work on a project entitled Reclaiming Our Streets which was a community action plan dated February 1993 prepared by the Reclaiming Our Streets Task Force. (Copy of document in Commission's files, Salem.) The document contained recommendations on education, encouragement, engineering, enforcement and legislation on making Portland's streets friendlier and safer. She discussed the four goals of the project as:

a) Reduce traffic speeds and volumes on neighborhood streets to make them safer.

b) Increase bicycle and pedestrian safety and encourage cycling and walking as alternative modes.

c) Reduce deaths, injuries, and property damage resulting from driving under the influence of intoxicants and from failure to use safety restraints.

d) Increase the use of alternative transportation while decreasing auto use.

Ms. Gunn stated the report contains proposals on law enforcement efforts for driving offenses, engineering projects to curb or slow traffic, public education projects to promote safe driving and walking, and campaigns to promote the use of buses, bicycles, and walking.

James Stevenson, Oregon State Police, told how 185 positions had been reduced from their 1993-95 budget, although there is a 40% increase in vehicle miles traveled, 22% increase in licensed drivers, 21% increase in registered vehicles, and 8% increase in Oregon's population. He felt it was important that law enforcement be involved in traffic safety because it includes the cities and the counties. He said the State Police wants to continue to work together as a team with the Traffic Safety Section.

John Ross, a member of the Traffic Safety Committee, told of the importance of the grants to the traffic safety program. He also mentioned a grant is monitored upon completion to measure its success.

Ed Marges said the future of transportation safety will be outlined in two major documents: Safety Management System Plan and Traffic Safety Action Plan. He mentioned the following would enhance the future of their traffic safety program:

(Continued on next page.)

1) Pilot program to teach young children about safety
2) Volunteer Coordinator
3) Corridor Safety Improvement Program
4) Assist local communities to develop their own traffic safety program

Chairman Hollern stated when it was proposed the Traffic Safety Division would be merged into the Department of Transportation, there was concern expressed that it would be submerged into this large Department. He recalled the assurances he and Robert Bothman, then Director, made that they would continue as effectively as they have in the past, but in addition would be the Traffic Safety Ombudsman within the Department of Transportation. He said they have direct access to the Transportation Commission with a focus on safety.

Chairman Hollern also suggested the development of a comprehensive safety plan to recommend to the Commission and the 1995 Legislature. He said it should contain measurements for success, such as how many fatalities would be saved per patrolman.

Commissioner Brody said she liked what the City of Portland was doing to initiate pedestrian/bicycle/transit safety. She urged them to work with the smaller communities on this same issue. She felt there needs to be more education on moving people out of single occupancy vehicles into other alternative modes of travel.

There being no further discussion, Chairman Hollern adjourned the work session at 12:10 p.m.

At 12 noon in the Large Conference Room, Chairman Michael Hollern, Commissioners Cynthia Ford and Susan Brody, along with members of the Management Team, Don Byard, Fran Neavoll, and Bill Wyatt of the Oregon Business Council, had lunch.

Following lunch, Bill Wyatt presented the Value Survey prepared by the Oregon Business Council. (Written document entitled Oregon Values and Beliefs Summary dated May 1993 in Commission's files, Salem.)

Mr. Wyatt explained that the Oregon Business Council is an organization of business executives and the study was conducted by Decision Sciences, Inc. of Portland. The study involved 1,361 Oregonians in several thousand hours of face-to-face survey interviews occurring in each of the 36 counties. Survey topics ranged from public issues of today to personal perceptions and beliefs. The Oregon Values and Beliefs Study was conducted during the months of July and August of 1992. The purpose of the study was to:

(Continued on next page.)

- Explore the underlying core values of Oregonians.
- Gain understanding about those values where differences exist.
- Allow policy issues to be debated with a clear understanding of core values and beliefs.
- Allow for conclusions to be drawn regarding public sentiment on key issues confronting Oregon.
- Provide a scientifically sound benchmark of core values which may be periodically measured.

Mr. Wyatt said the study measured values in four categories:

Personal Values: "Which value is more important to you personally?"

Personal Activities: "Which activity is more important in your life?"

Government Services: "Which service do you feel is more important, regardless of cost or how well you think the service is currently provided?"

Community Values: "Which of the following is more important to the quality of life in the community where you live?"

Mr. Wyatt discussed the key findings of the survey which included the following categories:

- Families
- Career, jobs and economic security
- Education and skills development
- The environment
- Regional division
- The gender gap
- Newcomers
- Diversity
- Growth management
- Health care
- Oregon voter profile

There being no further discussion, Chairman Hollern adjourned the meeting at 1:35 p.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Community and Governmental Relations

Roger L. Breezley, Member

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Sole source personal service contract with Earth Mechanics, Inc. for a three-day training workshop in the use of computer programs for soil-structure interaction for bridges and seismic design. The computer programs STAR and PASS will also be purchased under this contract. The total cost of the contract will be limited to a maximum cost of $25,000. (Bill Anhorn approved on March 30, 1993. Authorize State Highway Engineer to sign contract.)

Dated this 6 day of April, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

March 30, 1993

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Authorize expenditure of $20,000 to enter into a contract with Pilot Software for on-site training of the Financial Applications Development staff in the use of Command Center. Command Center is the software package that EXIS was developed on. The Department's goal is to provide Managers with access to management reports in graphical easy to use format. (Don Forbes approved on April 6, 1993. Authorize Manager of Financial Services to sign contract.)

Dated this 12 day of April, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

April 7, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

On January 29, 1993, I approved the following contracts and authorized the Manager of Aeronautics to sign the documents:

1) Environmental Assessment study at the Brookings State Airport in the amount not to exceed $28,816.34 with the SFC Engineering Company.

2) Airport Layout Plan and Report for the Prineville Airport at a cost not to exceed $31,620.19 with Morrison-Maierle/CSSA.

Dated this 22 day of April, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

April 14, 1993

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - KAH-NEE-TA JUNCTION - PELTON DAM ROAD (UNIT 1) SECTION

County: Jefferson
Type of Work: Grading and Paving

Highway: WARM SPRINGS (US 26)
STATE (AOH) PROJECT

No. of Bidders: 13

Contract No.: 11270

Low: Elting, Incorporated, Clackamas, OR	$1,987,870.00
2nd: R. L. Coats, Bend, OR	$1,992,191.00
3rd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$2,043,485.00

Engineer's Recommendation: Award to low responsive bidder.

#2 - GREEN SPRINGS HIGHWAY - MIDLAND HIGHWAY JUNCTION SECTION

County: Klamath
Type of Work: Grading, Structures, Paving, Signing, & Landscaping

Highway: THE DALLES-CALIFORNIA (US 97)
F.A. No. NH-BRF-S004(1)

No. of Bidders: 6

Contract No.: 11276

Low: Hamilton Construction Co. (Oregon), Springfield, OR	$10,302,868.00
2nd: Kiewit Pacific Co., Vancouver WA	$10,966,460.50
3rd: F. E. Ward, Inc., Vancouver, WA	$10,992,259.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#3 - NE PORTLAND HIGHWAY @ 112TH AVENUE (PORTLAND) SECTION

County: Multnomah
Type of Work: Paving and Signals

Highway: NORTHEAST PORTLAND (US 30)
F.A. No. HES-S123(1)

No. of Bidders: 7

Contract No.: 11277

Low: H. & H. Electric, Inc., Portland, OR	$27,164.75
2nd: Linnco Electric Company, Albany, OR	$49,340.00
3rd: Tice Electric Company, Portland, OR	$50,705.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 2-5-93

#4 - SUSAN CREEK - USFS BOUNDARY SECTION

County: Douglas — Highway: NORTH UMPQUA (OR 138)
Type of Work: Overlay — STATE PRESERVATION PROJECT

No. of Bidders: 2 — Contract No.: 11278

Low: Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, OR — $119,849.00
2nd: Roseburg Paving Company, Roseburg, OR — $123,392.80

Engineer's Recommendation: Award to low responsive bidder.

#5 - HORSE RIDGE ROCK PRODUCTION

County: Deschutes — Highway: CENTRAL OREGON (US 20)
Type of Work: Rock Production — STATE PRESERVATION PROJECT

No. of Bidders: 4 — Contract No.: 11279

---Alternate A---

Low: Hay & Clark Crushing Company, Mc Minnville, OR — $133,000.00
2nd: Fisher Land Co., dba Oakridge Sand & Gravel, Inc., Oakridge, OR — $145,880.00
3rd: DeAtley Company, Inc., Lewiston, ID — $196,000.00

---Alternate B---

Low: Hay & Clark Crushing Company, Mc Minnville, OR — $247,800.00
2nd: Fisher Land Co., dba Oakridge Sand & Gravel, Inc., Oakridge, OR — $279,160.00
3rd: R. J. Taggart Construction Co., Inc., Salem, OR — $383,600.00

Engineer's Recommendation: Award to low responsive bidder subject to agreement with Deschutes County to participate in maximizing savings in Alternate B.

#6 - SHANIKO - SOUTH JUNCTION, PHASE 2

County: Wasco — Highway: SHERMAN (US 97)
Type of Work: Cold Plane Removal & Inlay Paving — STATE PRESERVATION PROJECT

No. of Bidders: 6 — Contract No.: 11280

Low: R. L. Coats, Bend, OR — $497,790.00
2nd: Oregon Asphaltic Paving Co., Inc., Portland, OR — $519,000.00
3rd: Roy L. Houck Construction Company, Salem, OR — $557,395.00

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 2-5-93

#7 - CANYON ROAD - PACIFIC HIGHWAY WEST (NORTH UNIT) SECTION

County: Washington
Type of Work: Grading, Paving, Signing & Ramp Meters
Highway: BEAVERTON-TIGARD (OR 217) STATE PROJECT

Contract No.: 11281

No. of Bidders: 7

Low: Schoolhouse R Electrical Construction, Ashland, OR	$383,320.00
2nd: Tice Electric Company, Portland, OR	$413,990.00
3rd: Linnco Electric Company, Albany, OR	$422,964.00

Engineer's Recommendation: Award to low responsive bidder.

#8 - O'XING SPRR - I-5 SECTION

County: Douglas
Type of Work: Grading, Structure, Paving, Signing, Illumination, &
Highway: COOS BAY-ROSEBURG (OR 42) STATE (IOF) PROJECT

Contract No.: 11282

No. of Bidders: 3

Low: Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, OR	$842,339.35
2nd: Roseburg Paving Company, Roseburg, OR	$885,137.55
3rd: Mocon Corporation, Portland, OR	$1,042,637.50

Engineer's Recommendation: Award to low responsive bidder.

#9 - MILTON-FREEWATER PAVING SECTION

County: Umatilla
Type of Work: Overlay/Chip Seal
Highway: OREGON-WASHINGTON (OR 11) STATE PRESERVATION PROJECT

Contract No.: 11283

No. of Bidders: 7

Low: Kiewit Pacific Co., Vancouver WA	$1,277,444.00
2nd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$1,290,978.50
3rd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$1,326,078.50

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 2-5-93

#10 - KINGSBURY GULCH - BLACK CANYON SECTION

County: Malheur
Type of Work: Paving, Chip Seal, & Rock Production

Highway: CENTRAL OREGON (US 20)
STATE PRESERVATION PROJECT

No. of Bidders: 8

Contract No.: 11284

Low: Nelson Construction Co, An Idaho Corporation, Boise, ID	$2,044,004.50
2nd: R. L. Coats, Bend, OR	$2,167,333.00
3rd: Kiewit Pacific Co., Vancouver WA	$2,199,778.00

Engineer's Recommendation: Award to low responsive bidder.

#11 - 42ND STREET - MCKENZIE HIGHWAY SECTION

County: Lane
Type of Work: Structure, Paving, Guard Rail, Signing, & Signal

Highway: EUGENE-SPRINGFIELD (OR 126)
F.A. No. STP-S227(1)

No. of Bidders: 4

Contract No.: 11285

Low: Hamilton Construction Co.(Oregon), Springfield, OR	$1,759,198.50
2nd: Wildish Paving Company, Eugene, OR	$1,778,112.00
3rd: Eugene Sand & Gravel, Inc., Eugene, OR	$1,868,838.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On February 5, 1993, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on January 28, 1993, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs Nos. 2 and 11, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Michael P. Hollern, Chairman
Oregon Transportation Commission

Date: 4-7-93

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - WEST EMIGRANT PARK INTERCHANGE - MEACHAM INTERCHANGE SECTION

County: Umatilla
Type of Work: Paving
Highway: OLD OREGON TRAIL (FRONTAGE RD)
HILL ROAD (I-84)
STATE PRESERVATION PROJECT

No. of Bidders: 8 — Contract No.: 11286

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$262,918.00
2nd: Roy L. Houck Construction Company, Salem, OR	$267,156.20
3rd: McCafferty-Whittle Construction Company, Brush Prairie, WA	$287,314.00

Engineer's Recommendation: Award to low responsive bidder.

#2 - DISTRICT 6 OVERLAY PROJECTS

County: Coos, Douglas
Type of Work: Paving
Highway: UMPQUA & ELKTON-SUTHERLIN (OR-38)
STATE PRESERVATION PROJECT

No. of Bidders: 5 — Contract No.: 11287

Low: Roseburg Paving Company, Roseburg, OR	$419,707.37
2nd: Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, OR	$427,209.50
3rd: Wildish Paving Company, Eugene, OR	$445,291.00

Engineer's Recommendation: Award to low responsive bidder.

#3 - HARPER JCT. - MALHEUR RIVER SECTION

County: Malheur
Type of Work: Chip Seal
Highway: CENTRAL OREGON (US-20)
STATE PRESERVATION PROJECT

No. of Bidders: 5 — Contract No.: 11288

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$433,095.00
2nd: Roy L. Houck Construction Company, Salem, OR	$475,654.00
3rd: Central Oregon Pavers, Inc., Redmond, OR	$518,947.80

Engineer's Recommendation: Award to low responsive bidder. (Further review was made and contract awarded on March 15, 1993, by State Hwy. Engineer.)

#4 - M.P. 32 - HARNEY COUNTY LINE SECTION

County: Grant
Type of Work: Chip Seal
Highway: JOHN DAY-BURNS (US-395)
STATE PRESERVATION PROJECT

Contract No.: 11288

PROJECT POSTPONED TO MARCH 11, 1993

Approved by Chairman

#5 - UKIAH - FIVE MILE CREEK SECTION

County: Umatilla
Type of Work: Paving, Chip Seal, & Rock Production
Highway: PENDLETON-JOHN DAY (US-395) & UKIAH-HILGARD (OR-244) STATE PRESERVATION PROJECT

No. of Bidders: 7 — Contract No.: 11290
Low: R. L. Coats, Bend, OR — $918,942.00
2nd: Oregon Asphaltic Paving Co., Inc., Portland, OR — $964,447.00
3rd: J. C. Compton Contractor, Inc., Mc Minnville, OR — $1,037,262.00

Engineer's Recommendation: Award to low responsive bidder.

#6 - REMOTE CAMPGROUND - SLATER CREEK SECTION

County: Coos
Type of Work: Grading, Paving, & Signing
Highway: COOS BAY-ROSEBURG (OR-42) Signing. STATE PRESERVATION PROJECT

No. of Bidders: 7 — Contract No.: 11291
Low: Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, OR — $1,577,203.40
2nd: JAL Construction, Inc., Bend, OR — $1,594,809.65
3rd: Huffman & Wright Construction Company, Canyonville, OR — $1,649,294.05

Engineer's Recommendation: Award to low responsive bidder.

#7 - MP 50 - IDAHO STATE LINE SECTION

County: Baker
Type of Work: Paving, Chip Seal, & Rock Production
Highway: BAKER-COPPERFIELD (OR-86) & HALFWAY SPUR #12 & PINE CREEK STATE PRESERVATION PROJECT

No. of Bidders: 7 — Contract No.: 11292
Low: Oregon Asphaltic Paving Co., Inc., Portland, OR — $1,824,543.00
2nd: Nelson Construction Co, An Idaho Corporation, Boise, ID — $2,029,919.00
3rd: Kiewit Pacific Co., Vancouver WA — $2,078,011.00

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 3-2-93

A

MINUTES OF May 19, 1993

#8 - QUEEN AVE. - CORVALLIS/LEBANON HIGHWAY (UNIT 2) SECTION

County: Linn
Type of Work: Grading, Structures, Paving & Signing

Highway: ALBANY-JUNCTION CITY (OR-99E)
F.A. No. X-STP-S003(1)

No. of Bidders: 6

Contract No.: 11293

Low: Morse Bros., Inc., Lebanon, OR	$2,142,673.50
2nd: Wildish Paving Company, Eugene, OR	$2,226,437.50
3rd: Mocon Corporation, Portland, OR	$2,241,542.25

Engineer's Recommendation: Award to low DBE responsive bidder.

#9 - HALSEY INTERCHANGE - LANE COUNTY LINE SECTION

County: Linn
Type of Work: Grading, Structures, Paving & Signing

Highway: PACIFIC (I-5)
F.A. No. IM-S001(1)

No. of Bidders: 4

Contract No.: 11294

Low: Wildish Paving Company, Eugene, OR	$8,203,330.75
2nd: Morse Bros., Inc., Lebanon, OR	$8,524,792.40
3rd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$8,909,477.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On March 2, 1993, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on February 25, 1993, and authorized to sign the contracts when conditions for the awards have been met. On Jobs 8 and 9, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

4-7-93
Date

Michael P. Hollern, Chairman
Oregon Transportation Commission

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - COLUMBIA RIVER AND YOUNGS BAY BRIDGES

County: Clatsop
Type of Work: Maintenance Coating
Highway: OREGON COAST (US-101)
STATE SPECIAL MAINTENANCE

No. of Bidders: 4
Contract No.: 11295
Low: S. & K. Painting, Inc., Oregon City, OR $67,000.00
2nd: Dunkin & Bush, Inc., Redmond, WA $93,850.00
3rd: A & A Coatings , Inc., Sumner, WA $130,997.00

Engineer's Recommendation: Award to low responsive bidder.

#2 - BROOTEN ROAD - LITTLE NESTUCCA RIVER BRIDGE SECTION

County: Tillamook
Type of Work: Overlay
Highway: OREGON COAST (US-101)
STATE PRESERVATION PROJECT

No. of Bidders: 5
Contract No.: 11296
Low: Roy L. Houck Construction Company, Salem, OR $271,419.00
2nd: McCafferty-Whittle Construction Company, Inc., Brush Prairie, WA $293,020.00
3rd: Rowell & Wickersham Contractors, Inc., McMinnville, OR $339,016.00

Engineer's Recommendation: Award to low responsive bidder.

#3 - PACIFIC HIGHWAY WEST - GATEWAY STREET (EB) SECTION

County: Lane
Type of Work: Paving
Highway: BELT LINE
STATE PRESERVATION PROJECT

No. of Bidders: 4
Contract No.: 11297
Low: Wildish Paving Company, Eugene, OR $358,461.00
2nd: Eugene Sand & Gravel, Inc., Eugene, OR $393,041.00
3rd: Morse Bros., Inc., Lebanon, OR $401,430.50

Engineer's Recommendation: Award to low responsive bidder.

#4 - DISTRICT 7 OVERLAY PROJECTS

County: Coos
Type of Work: Paving
Highway: OREGON COAST (US-101)
STATE PRESERVATION PROJECT

No. of Bidders: 3
Contract No.: 11298
Low: Umpqua River Navigation Co., Reedsport, OR $356,207.50
2nd: Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, OR $366,264.10
3rd: Bob Angell, Inc., Coos Bay, OR $443,813.00

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 3-15-93

#5 - CLEAR LAKE/BELKNAP SPRINGS HIGHWAY-WHITE BRANCH YOUTH CAMP SECTION

County: Lane
Type of Work: Paving
Highway: MCKENZIE (OR-242)
STATE PRESERVATION PROJECT

No. of Bidders: 3
Contract No.: 11299

Low: Morse Bros., Inc., Lebanon, OR	$464,390.00
2nd: Eugene Sand & Gravel, Inc., Eugene, OR	$484,890.00
3rd: Wildish Paving Company, Eugene, OR	$581,210.00

Engineer's Recommendation: Award to low responsive bidder.

#6 - PERRYDALE ROAD-CROWLY ROAD SECTION

County: Polk/Yamhill
Type of Work: Paving
Highway: PACIFIC WEST (OR-99W)
STATE PRESERVATION PROJECT

PROJECT POSTPONED TO MARCH 25, 1993

#7 - CENTRAL OREGON PRESERVATION PROJECTS

County: Deschutes, Lake, Harney
Type of Work: Cold-In-Place Recycle, Paving, Chip Seal, & Rock Production
Highway: CENTRAL OREGON (US-20)
STATE PRESERVATION PROJECT

No. of Bidders: 4
Contract No.: 11301

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$1,218,962.00
2nd: McCafferty-Whittle Construction Company, Brush Brush Prairie, WA	$1,269,848.00
3rd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$1,294,002.00

Engineer's Recommendation: Award to low responsive bidder.

#8 - CEDAR HILLS BLVD INTCHG AUXILIARY LANE SECTION

County: Washington
Type of Work: Grading, Paving, Signing, Illumination, & Signals
Highway: SUNSET (US-26)
STATE BOND PROJECT

No.:of Bidders: 7
Contract No.: 11302

Low: Wildish Standard Paving Co., Eugene, OR	$1,704,366.25
2nd: Baker Rock Crushing Co., DBA Baker Rock Resources, Beaverton, OR	$1,918,606.89
3rd: Tri-State Construction Inc., Bellevue, WA	$1,934,580.50

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 3-15-93

#9 - MP 32 - HARNEY COUNTY LINE SECTION

County: Grant — Highway: JOHN DAY-BURNS (US-395)
Type of Work: Paving and Chip Seal — STATE PRESERVATION PROJECT

No. of Bidders: 8 — Contract No.: 11289

Low: Nelson Construction Co., An Idaho Corporation, Boise, ID	$703,792.00
2nd: Roy L. Houck Construction Company, Salem, OR	$711,111.00
3rd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$713,560.00

Engineer's Est: $742,237.00 — % Above Engr. Est:
Engineer's Recommendation: Award to low responsive bidder.

On March 15, 1993, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on March 11, 1993, and authorized him to sign the contracts.

4-7-93

Michael P. Hollern, Chairman — Date
Oregon Transportation Commission

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - EAST CITY LIMITS OF GATES - LITTLE SWEDEN SECTION

County: Marion — Highway: NORTH SANTIAM (OR-22)
Type of Work: Overlay — STATE PRESERVATION PROJECT

No. of Bidders: 3 — Contract No.: 11303

Low: North Santiam Paving Co., Stayton, OR	$369,657.00
2nd: Roy L. Houck Construction Company, Salem, OR	$402,690.50
3rd: J. C. Compton Company dba Salem Road & Driveway, Salem, OR	$417,616.00

Engineer's Recommendation: Award to low responsive bidder.

#2 - EAST COURTNEY CREEK BRIDGE (#4291) SECTION

County: Linn — Highway: HALSEY-SWEET HOME (OR-228)
Type of Work: Grading, Paving, Structure, & Signing — F.A. No. X-BRF-S212(1)

No. of Bidders: 10 — Contract No.: 11304

Low: JAL Construction, Inc., Bend, OR	$321,216.00
2nd: Wildish Paving Company, Eugene, OR	$350,875.00
3rd: Emery & Sons Construction, Inc., Stayton, OR	$354,448.00

Engineer's Recommendation: Award to low DBE responsive bidder.

#3 - NEDONNA BEACH ROAD - BARVIEW SECTION

County: Tillamook — Highway: OREGON COAST (US-101)
Type of Work: Overlay — STATE PRESERVATION PROJECT

No. of Bidders: 2 — Contract No.: 11305

Low: McCafferty-Whittle Construction Company, Brush Prairie, WA	$730,225.00
2nd: Roy L. Houck Construction Company, Salem, OR	$768,032.00

Engineer's Recommendation: Award to low responsive bidder.

Approved by Chairman
Michael P. Hollern
Date 3-29-93

#4 - NORTH LAMB STREET - MAIN STREET (MILTON-FREEWATER) SECTION

County: Umatilla — Highway: FREEWATER
Type of Work: Grading, Paving, & Signing — F.A. No. X-STP-S339(1)

No. of Bidders: 2 — Contract No.: 11306

Low: Weaver Construction Company, La Grande, OR	$1,171,086.00
2nd: Mocon Corporation, Portland, OR	$1,172,119.90

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the City of Milton-Freewater and receipt of deposit from the City.

#5 - EAGLE RIDGE ROAD - LAKESHORE DRIVE SECTION

County: Klamath — Highway: LAKE OF THE WOODS (OR-140)
Type of Work: Emulsified Asphalt Overlay — STATE PRESERVATION PROJECT

No. of Bidders: 6 — Contract No.: 11307

Low: Klamath Pacific Corporation, Klamath Falls, OR	$1,212,225.00
2nd: McCafferty-Whittle Construction Company, Brush Prairie, WA	$1,262,045.00
3rd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$1,356,760.00

Engineer's Recommendation: Award to low responsive bidder.

#6 - RILEY - HINES SECTION

County: Harney — Highway: CENTRAL OREGON (US-20)
Type of Work: Grading, Structures, Paving, & Signing — F.A. No. NH-S007(1)

No. of Bidders: 6 — Contract No.: 11308

Low: R. L. Coats, Bend, OR	$4,017,128.50
2nd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$4,116,698.00
3rd: McCafferty-Whittle Construction Company, Brush Prairie, WA	$4,145,052.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

Approved by Chairman
Michael P. Hollern
Date 3-29-93

A

May 19, 1993

#7 - PERRYDALE ROAD - CROWLEY ROAD SECTION

County: Polk
Type of Work: Paving

Highway: PACIFIC WEST (OR-99W)
STATE PRESERVATION PROJECT

No. of Bidders: 5

Contract No.: 11300

Low: Rowell & Wickersham Contractors, Inc., McMinnville, OR	$729,561.10
2nd: North Santiam Paving Co., Stayton, OR	$744,942.00
3rd: Morse Bros., Inc., Lebanon, OR	$747,779.00

Engineer's Recommendation: Award to low responsive bidder.

On March 29, 1993, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on March 25, 1993, and authorized to sign the contracts when conditions for the awards have been met. On Jobs 2, 4, and 6, if the low bidder fails to met requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

4-7-93

Michael P. Hollern, Chairman
Oregon Transportation Commission

Date

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following actions and report these actions for your official records:

1) On March 11, 1993, signed an agreement with the City of Hermiston for the improvements on West Elm Avenue from State Highway #54 (Umatilla-Stanfield) to North 1st Place. Cost shall not exceed $200,000 of the Immediate Opportunity Funds for this project. (Transportation Commission approved on January 20, 1993.)

2) On March 25, 1993, signed an agreement with the City of Bend for the Brinson Boulevard-Pozzi Project. The cost shall not exceed $271,629. (Transportation Commission approved Immediate Opportunity Funds for this project on December 15, 1992.)

Dated this 3 day of May, 1993

Donald E. Forbes
Director

April 27, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organization Development, the following action was taken:

1) On March 24, 1993, signed an agreement with Chemeketa Community College to provide courses specified by the Department to employees at locations throughout the State. This agreement is effective April 4, 1993 and expires June 30, 1995. Cost shall not exceed $115,000. (Transportation Commission approved March 17, 1993.)

Dated this 4th day of May, 1993

Judy Gregory

Judy Gregory
Manager, Human Resource and Organization Development

April 27, 1993

731-0314 (10-90)

D

May 19, 1993

STATE HIGHWAY ENGINEERS

DAMAGE TO STRUCTURE CLAIMS

1993 First Quarter Report

CLAIMS PENDING as of January 1, 1993	487
CLAIMS OPENED	157
CLAIMS CLOSED	192
CLAIMS PENDING as of March 31, 1993	452

REVENUE AMOUNTS

167 Full Payments	$ 223,559.71
127 Partial Payments	8,250.37
Total	$ 231,810.08

ABANDONMENTS

25 Claims	$ 39,306.74

Prepared by
Laurie A. Hall, Damage Claims Coordinator
Department of Justice
Finance and Government Section

JGG04F32
4/19/93

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Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the East Courtney Creek Bridge Section of the Halsey-Sweet Home Highway in Linn County. Bids received on March 25, 1993. Contract No. 11,304 awarded on April 1, 1993, to JAL Construction, Inc., Bend, at $321,216.00.

2) Work on the North Lamb-Main Street Section of Freewater Highway in Milton-Freewater, Umatilla County. Bids received on March 25, 1993. Contract No. 11,306 awarded on April 1, 1993, to Weaver Construction Co., La Grande, at $1,171,086.00.

3) Work on the Riley-Hines Section of the Central Oregon Highway in Harney County. Bids received on March 25, 1993. Contract No. 11,308 awarded on April 5, 1993, to R. L. Coats, Bend, at $4,017,128.50.

Dated this 3RD day of May, 1993

William Anhorn
State Highway Engineer

April 27, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On March 12, 1993, approved Supplement No. 1 to an agreement with Oregon State University for an improved ride specification for Oregon's pavement study. This supplement revises the date that services are to be performed to December 31, 1993. (Chairman Hollern approved original contract January 14, 1991.)

2) On March 12, 1993, approved a lease amendment with Donald Satter for space located at 3000 Market Street, Salem. This amendment extends the lease commencing July 1, 1993, to June 30, 1994. The monthly rent shall be increased from $430 to $450 per month.

3) On March 16, 1993, signed an agreement with Benton County for the construction of the 53rd Street to the West Hills Road Section of the Reservoir Road Bikeway Project. The State's share of the cost shall not exceed $40,000. (Transportation Commission approved November 17, 1992, as part of the Fiscal Year 1994 Bikeway Program.)

4) On March 18, 1993, signed an agreement with the City of Phoenix for the Colver Road Bikeway Project. Cost to the State is not to exceed $27,602. (Transportation Commission approved November 17, 1992, as part of the Fiscal Year 1994 Bikeway Program.)

5) On March 19, 1993, signed Modification No. 1 to a contract with Tri-Met for the Westside Light Rail Project. (Transportation Commission approved March 17, 1993.)

731-0314A (10-90)

6) On March 19, 1993, signed a personal services contract with CH2M Hill Northwest, Inc. for Environmental Research and Project Management. Contract shall not exceed $200,000. This contract begins March 19, 1993, and expires February 28, 1995. (Transportation Commission approved May 21, 1992.)

7) On March 19, 1993, approved a revised Exhibit "A" to an agreement with the State of Oregon, Department of Agriculture, for the Noxious Weed Control Program. This supplement revises the work and the project cost from $27,600 to $37,798.

8) On March 19, 1993, signed Amendment No. 2 to a personal services contract with David Evans & Associates to provide on-call field surveying services in Region 2. This amendment extends the contract to June 30, 1994. (Transportation Commission approved original contract on October 17, 1990.)

9) On March 25, 1993, approved a 5% increase in the amount of $32,000 covering a project authorization on the I-5 Seismic Retrofit (Portland), Phase I, Project in Multnomah County. (Contract No. 11,251)

10) On March 25, 1993, signed Amendment No. 4 to a personal services contract with CH2M Hill Northwest, Inc., for flexible bridge services. This amendment revises the consultant's labor rates for the 1993 calendar year. (Transportation Commission approved original contract December 18, 1990, and additional funds on May 21, 1992.)

11) On March 25, 1993, approved emergency repair for a slide which occurred on March 23, 1993, near M.P. 313 on the Oregon Coast Highway in Curry County. The preliminary estimate for this work is $250,000 to $500,000.

The slide closes one of the main north-south corridors. Due to the potential hazard to the public and the imminent need to reopen the highway, I declared an emergency to exist.

Due to the emergency nature of the situation, time was not available to formally obtain bids. District Manager was directed to enter into a contract.

12) On March 26, 1993, approved emergency repair for the Yamhill River Bridge (No. 08003) due to damage done by an earthquake occurring March 25, 1993. The bridge is located on the Salmon River Highway No. 39 (OR18) at MP 51.67 in Yamhill County. Estimated cost is $150,000 to $250,000.

The bridge dropped eight inches and came off the bearing support. Due to the potential hazard to the public, loss of service to the residents in the area, and possible further damage to the structure, I declared an emergency to exist.

Due to the emergency nature of the situation, time was not available to formally obtain bids and the District Manager was directed to enter into a contract.

13) On March 26, 1993, signed a personal services contract with David Evans and Associates, Inc., for environmental research and project management. Cost shall not exceed $100,000. This contract begins March 26, 1993, and expires February 28, 1995. (Transportation Commission approved May 21, 1992.)

14) On March 29, 1993, signed Amendment No. 2 to a personal services contract with Wilsey and Ham Pacific to provide on-call field surveying services in Region 4. This amendment extends the contract to December 31, 1993. (Transportation Commission approved October 17, 1990.)

15) On April 5, 1993, signed a personal services contract with Beak Consultants, Incorporated to provide environmental research and project management services. Cost shall not exceed $200,000. This contract is effective April 5, 1993, and expires February 28, 1995. (Transportation Commission approved May 21, 1992.)

16) On April 5, 1993, signed an agreement with Klamath County for the development of the Klamath Falls/County Bicycle Plan. The State's share of cost shall not exceed $2,550. (Transportation Commission approved November 17, 1992, as part of Fiscal Year 1994 Bikeway Program.)

17) On April 6, 1993, signed Amendment No. 1 to a personal service contract with DKS Associates for the design of a traffic management system and the development of an incident response program. This amendment extends the contract to October 31, 1993. (Transportation Commission approved April 23, 1992.)

18) On April 6, 1993, signed an agreement with Coos County to provide trail maintenance in the Coos County Forest. The total cost of this project is estimated at $23,270 or 100 percent of the documented project costs whichever is less. (Chairman Hollern approved March 29, 1993.)

19) On April 7, 1993, approved the Metro Resolution No. 93-1770 certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.

20) On April 8, 1993, signed a personal services contract with W & H Pacific, Inc. to provide roadway engineering services for new construction and overlay projects. This contract is effective April 8, 1993, and expires April 30, 1994. Cost shall not exceed $350,000. (Transportation Commission approved the funding on May 21, 1992.) (State Highway Engineer approved contractor selection on January 7, 1992.)

21) On April 9, 1993, signed an agreement with Lane Council of Governments for the Eugene/Springfield MPO Transportation and Reconnaissance Planning Systems Study. Cost shall not exceed $1,075,000. (Transportation Commission approved February 17, 1993, and March 17, 1993.)

22) On April 16, 1993, signed an agreement with the City of Portland providing for the transfer of a portion of Pacific Highway West (Interstate Avenue) to the City of Portland. The State will transfer funds in the amount of $775,000 that is needed to bring this section up to City standards. (Transportation Commission approved January 20, 1993.)

Dated this day 3rd of May, 1993

William Anhorn
State Highway Engineer

April 26, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Program Section, renamed Program/Project Management Services Section, the following actions were taken:

1) On March 10, 1993, signed an agreement with Tri-Met covering the 1993 Portland Rideshare Project. (J. Speight approved for the Program Section Manager on June 30, 1992.)

2) On March 12, 1993, signed an agreement with the City of Medford to replace the existing traffic signal at the Rogue Valley Highway (Riverside) at 10th Street (Highway Enhancement System Project). (Transportation Commission approved on July 21, 1992, as a part of the Six-Year Highway Improvement Program.)

3) On March 19, 1993, signed an agreement with the City of Eugene covering the West 11th Avenue, Tyinn Street to Garfield Street Project. State funds are not to exceed $658,000. (Joe Speight signed for the Program Section Manager, who approved project on January 25, 1993.)

4) On March 19, 1993, Joseph Speight signed for Cam Gilmour an agreement with Coos County to construct a new bridge over Bear Creek on Coos County Road #212. (Program Section Manager approved on March 18, 1992.)

5) On March 19, 1993, Joseph Speight signed for Cam Gilmour an agreement with the City of Eugene covering the Harlow Road at I-5 Project. State funds shall not exceed $188,000. (Program Section Manager approved on January 25, 1993. Transportation Commission approved the Fund Exchange Program on July 21, 1992.)

731-0314A (10-90)

6) On March 23, 1993, Eileen Phelan signed for Cam Gilmour an agreement with the City of Springfield for the reconstruction of 42nd Street from Main Street North to the railroad tracks. State funds shall not exceed $491,620. (Joseph Speight approved on January 29, 1993, for the Program Section Manager.) (Transportation Commission approved the Fund Exchange Program on July 21, 1992.)

7) On March 23, 1993, Eileen Phelan signed for Cam Gilmour an agreement with the City of Springfield for the reconstruction of 28th Street from Centennial Blvd. to "E" Street. State funds shall not exceed $423,000. (Joseph Speight approved on January 29, 1993, for the Program Section Manager.) (Transportation Commission approved the Fund Exchange Program on July 21, 1992.)

8) On March 23, 1993, Eileen Phelan signed for Cam Gilmour an agreement with Curry County to construct a new traffic signal on the Oregon Coast Highway at Benham Lane. (Transportation Commission approved July 21, 1992, as part of the Six-Year Transportation Improvement Program.)

9) On March 25, 1993, Eileen Phelan signed for Cam Gilmour an agreement with Jefferson County covering the Highway 361-West City Limits (Culver) Project. (Program Section Manager approved project on March 20, 1993. Transportation Commission approved on July 21, 1992, the Fund Exchange Program.)

10) On March 25, 1993, Eileen Phelan signed for Cam Gilmour an agreement with Coos County to construct a new bridge over the South Fork Coquille River (Bridge No. 00161A), on the Myrtle Point Arago Highway. (Program Section Manager approved March 18, 1992.)

11) On March 25, 1993, Eileen Phelan signed for Cam Gilmour an agreement with Coos County to construct a new bridge over Rock Creek (Bridge No. 11C47X) on Coos County Road #88. (Program Section Manager approved March 18, 1992.)

12) On March 25, 1993, Eileen Phelan signed for Cam Gilmour an agreement with Wallowa County covering the construction of the Mallory Bridge over the Grande Ronde River. Cost shall not exceed $131,600. (Program Section Manager approved project on February 18, 1993. Transportation Commission approved on July 21, 1992, the Fund Exchange Program.)

13) On March 25, 1993, Eileen Phelan signed for Cam Gilmour an agreement with Deschutes County for the Brookswood Boulevard Project. (Program Section Manager approved project on March 9, 1993.) (Transportation Commission approved on July 21, 1992, the Fund Exchange Program.)

14) Signed the following Special City Allotment Agreement: (Transportation Commission approved October 20, 1992.)

DATE SIGNED	CITY	PROJECT
03/29/93	Sandy	Hood St. (Beers Ave. to Scales Ave.)

15) On March 29, 1993, signed an agreement with Grant County to rehabilitate the North Fork John Day River (County Road No. 29) Bridge. (Program Section Manager approved March 18, 1992, under the Highway Bridge Replacement and Rehabilitation Program.)

16) On March 31, 1993, signed an agreement with Benton County to upgrade the three-legged intersection at Albany-Corvallis Highway and NE Circle Boulevard by installing a traffic signal, vehicle and bicycle detector loops, and striping for bicycle lanes. (Transportation Commission approved July 21, 1992, as part of the Six-Year Transportation Improvement Program.)

17) On April 1, 1993, signed Supplement No. 1 to an agreement with the City of Stayton for improvements on First Avenue from Washington Street to Water Street. This supplement covers an exchange of Federal Funds. (Transportation Commission approved funding July 21, 1992. Program Section Manager approved September 28, 1992.)

18) On April 1, 1993, signed an agreement with Douglas County to reconstruct the Long Street-3rd Street Section of the Tiller-Trail Highway and the Conford Road-Melqua Road Section of Old Melrose Road. (Program Section Manager approved on March 4, 1993.) (Transportation Commission approved on July 21, 1992, the Fund Exchange Program.)

19) On April 8, 1993, signed an agreement with Umatilla County to replace the Maxwell Ditch (County Road #1194) Bridge #59C282. (Program Section Manager approved March 18, 1992.)

20) On April 8, 1993, signed Supplement No. 1 to an agreement with the City of Woodburn concerning improvements to the Pacific Highway East (99E) from Woodburn's North City Limits to Lincoln Street. This supplement increases the cost and the State's share of increase shall not exceed $10,000. (Transportation Commission approved July 17, 1990, as part of the Six-Year Highway Improvement Program.)

21) On April 8, 1993, signed an agreement with Umatilla County to replace US Feed Canal Bridge #59C199. (Program Section Manager approved March 18, 1992.)

22) On April 8, 1993, signed four agreements with Polk County covering the following projects:

    1) Replacing the Oakdale Road Bridge #53C036 in Falls City.

    2) Connecting the existing shoulder bikeway on Orrs Corner Road, across the SPRR crossing, to the bikeway on Route 99W.

    3) The James Howe Road Project.

    4) The County-wide Guardrail Installation Project.

    (Transportation Commission approved July 21, 1992, the Fund Exchange Program. Program Section Manager approved these projects on March 12, 1993.)

23) On April 15, 1993, signed an agreement with the Rogue Valley Transit District to conduct a campaign designed to encourage and promote the use of carpools, vanpools, and alternative transportation modes, designated as the Rogue Valley Transit District Rideshare Program Project. (Oregon Transportation Commission approved July 21, 1992, as a part of the Six-Year Highway Improvement Program.)

24) On April 16, 1993, signed an agreement with Union County to complete preliminary engineering, right-of-way acquisition, and construction for a .66-mile section of Walton Road. Cost shall not exceed $568,564. (Transportation Commission approved the Fund Exchange Program on July 21, 1992.) (Program Section Manager approved this project on February 8, 1993.)

25) On April 16, 1993, signed an agreement with Morrow County to improve a two-mile section of Sand Hollow Road. Cost shall not exceed $210,078. (Transportation Commission approved the Fund Exchange Program on July 21, 1992.) (Program Section Manager approved this project on March 31, 1993.)

Dated this 4th day of May, 1993

Cam Gilmour

Cam Gilmour, Manager
Program/Project Management Services Section

April 29, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

April 22, 1993

COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program/Project Management Services Manager (Subdelegation Order No. Hwy. 6), I approved the following:

SECTION & JURISDICTION	FEDERAL FUNDS	STATE SHARE	APPROVAL DATE
FUND EXCHANGE			
Resurfacing Co. Rd. Marion County	$597,607	$561,751	4/15/93
Westside Rd. Overlay Yamhill County	243,946	229,309	4/01/93
Stage Road South Jackson County	294,971	277,273	4/01/93
Clear Lake Road Lane County	1,788,051	1,680,768	4/01/93
Seven(7) Co. Rd. Preservation Projects Linn County	954,006	896,766	3/31/93
Reconstruction 12th, A,B,C, & D Sts. Baker City	181,094	170,228	3/31/93
Improvements to Six(6) City Streets City of Sweet Home	73,378	68,975	3/31/93
Upper Imnaha Rd. Wallowa County	52,713	49,550	3/31/93
Sand Hollow Rd. Morrow County	223,487	210,078	3/31/93

MKS099.th OTC

731-0314A(12-90)

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MINUTES OF May 19, 1993

Lafayette Ave. & Hwy 39 Spur City of McMinnville	CANCELLATION		3/26/93
Several City Streets City of McMinnville	166,700	156,698	3/26/93
1st, 2nd and Mill Street City of Silverton	62,358	58,617	3/24/93

Approved Cam Gilmour

Cam Gilmour, Manager
Program/Project Management Services

Date 4/22/93

MKS099.th OTC

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On February 18, 1993, adopted Speed Zone Order No. 1029 covering the following sections on the Jefferson Highway No. 164 in the vicinity of City of Jefferson, Marion and Linn Counties:

   40 MPH M.P. 4.78 to M.P. 5.28 (except for 20 MPH school zone from M.P. 4.91 to M.P. 5.06).

   40 MPH M.P. 6.24 to M.P. 6.36.

   Rescinded Speed Zone Order No. 766 dated December 9, 1977, and Speed Zone Rule No. 703 dated June 30, 1975.

2) On February 26, 1993, approved a temporary parking prohibition on the Salmon River Highway No. 39 at M.P. 46.37 to M.P. 49.91 (both sides) in City of McMinnville, Yamhill County. This parking prohibition will be effective from 12:01 a.m., February 27, 1993, to 12:00 p.m., March 5, 1993.

3) On March 3, 1993, adopted Temporary Speed Zone Order No. 1031 establishing a 45 MPH speed zone on the I.O.N. Highway No. 456 from M.P. 40.0 (0.49 mile west of Rock Creek Road) to M.P. 51.5 (1.47 miles east of Owyhee River) in Malheur County. This temporary speed zone remains in effect until conditions have been improved and the signs have been removed.

4) On March 4, 1993, adopted Speed Zone Order No. 1030 establishing a 45 MPH speed zone on the Corvallis-Newport Highway No. 33 from M.P. 52.10 (Philomath east city limits) to M.P. 52.19 (Corvallis west city limits) in Benton County. Rescinded Resolution No. 86 dated May 26, 1952.

5) On March 11, 1993, approved an agreement with the City of Tualatin to install full vehicle and pedestrian actuated traffic control signals with fire pre-emption devices and street illumination at the intersection of S. W. Boones Ferry Road and S. W. Avery Street and to construct left-turn refuges on S. W. Boones Ferry Road at this intersection.

6) On March 15, 1993, approved an agreement with the City of Medford to establish responsibilities for operation and maintenance of the traffic signal located at the Crater Lake Highway and Cardinal Avenue.

7) On March 16, 1993, approved the removal of the right-turn prohibition on The Dalles-California Highway at O. B. Riley Road, M.P. 136.10, in Deschutes County.

8) On March 18, 1993, adopted Speed Zone Order No. 1032 establishing a 45 MPH speed zone on the Rogue River Highway No. 60 from M.P. 10.65 (0.18 mile north of Birdseye Creek) to M.P. 14.45 (Junction of Sams Valley Highway No. 271). Rescinds Order No. 888 dated January 6, 1983.

9) On April 2, 1993, approved a parking prohibition on the southbound side of the Pacific Highway East in Oregon City, Clackamas County, from M.P. 12.45 to M.P. 12.51.

Dated this 5th day of May, 1993

Dwayne Hofstetter, Traffic Engineer

April 27, 1993

DATE: **APRIL, 1993**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35B) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35B-45)

CLACKAMAS COUNTY: **SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH**:

1) File 57825 - Containing 15,820 Sq. Ft.; $4,500; Approved 3/10/92.

JOSEPHINE COUNTY:

GRAVE CREEK-JUMPOFF JOE CREEK - PACIFIC HIGHWAY:

2) File 08707 - Containing 0.29 Acres; $1,350; Approved 3/30/93.

HAGON CREEK-SELMA - REDWOOD HIGHWAY:

3) File 08635 - Containing 0.48 Acres; $2,000; Approved 3/09/93.

MULTNOMAH COUNTY:

AIRPORT WAY INTERCHANGE - E. PORTLAND FREEWAY:

4) File 45733 - Containing 1,850 Sq. Ft.; $2,700; Approved 3/19/93.

CANYON ROAD - SUNSET HIGHWAY:

5) File 16741 - Containing 10,225 Sq. Ft.; $69,000; Approved 3/19/93.

NE GLISAN-SE DIVISION - E. PORTLAND FREEWAY:

6) File 46495 - Containing 6,124 Sq. Ft.; $16,500; Approved 3/09/93.

AGREEMENTS: (35B-48)

7) ODOT Agreement No. RR-1324; Construction/Maintenance Agreement with Southern Pacific Transportation Company; **SPRR X'ING-BEAVERTON/TIGARD HWY. SECTION - SCHOLLS HWY.**; Washington County; PUC Crossing No. FD-752.61; $158,170; Approved 9/18/92.

8) ODOT Agreement No. RR-1361; with Burlington Northern Railroad; for Longitudinal Easements obtained for construction of project; **JUNCTION CITY "Y" SECTION - PACIFIC HIGHWAY WEST**; Lane County; File No. 6136-009; $2,500.00; Approved 2/11/93.

9) ODOT Agreement No. RR-1358; with Southern Pacific Transportation Company; for Construction/Maintenance; **HIGHWAY-RAIL SAFETY IMPROVEMENT PROJECT - SUBSTATION DRIVE**; Linn County; PUC Crossing No. C-667.5; $134,852; Approved 12/07/92.

10) ODOT Agreement No. RR-1357; Contract No. C11239; Permit of Entry Agreement with Southern Pacific Transportation Company; **I-5 & I-84 PROTECTIVE FENCING PROJECT**; Washington County; OPUC Crossing No. P-762.8-B; no monetary value; Approved 11/12/92.

AGREEMENTS: (Continued)

11) ODOT Agreement No. RR-1356; Construction/Maintenance Agreement with Southern Pacific Transportation Company; **HIGHWAY-RAIL SAFETY IMPROVEMENT PROJECT - INTEL ACCESS ROAD**; Washington County; PUC Crossing No. FD-759.7; $214,880; Approved 11/09/92.

12) ODOT Agreement No. RR-1351; with Burlington Northern Railroad; Easement for Undercrossing; **GREEN SPRINGS HWY.- MIDLAND JCT. SECTION - THE DALLES-CALIFORNIA HWY.**; Klamath County; File 6076010; $2,500; Approved 11/02/92.

13) ODOT Agreement No. RR-1342; with Burlington Northern Railroad; for the improvement of **RAILROAD-HIGHWAY CROSSING AT ARNDT ROAD** OPUC No. 3E-46.0 near Curtis OR; $73,000; Approved 11/04/92.

14) ODOT Agreements No. RR-1337 and RR-1338; with Southern Pacific Transportation Company; for permits for a conduit crossing; **NE SAVAGE ST-SE 'M' ST. (GRANTS PASS) SECTION - REDWOOD HWY.**; Josephine County; Administrative cost $405.00 each; Approved 11/30/92.

15) ODOT Agreement No. RR-1360; with Southern Pacific Transportation Company; for construction/maintenance agreement (Track restoration); **GREEN SPRINGS HWY-MIDLAND JUNCTION SECTION - THE DALLES-CALIFORNIA HWY.**; Klamath County; PUC Crossing No. CF-424.5-A; $134,032; Approved 1/12/93.

16) ODOT Agreement No. RR-1359; with Southern Pacific Transportation Company; for Underground or Overhead Power and/or Communication Facilities; on or near Railroad Station of Greton; Washington County; $425.00; Approved 12/16/92.

17) Right of Entry Agreement with Union Pacific Railroad Company; Railroad grants ODOT the right to enter upon railroad's property at or near Telocaset OR to perform soil borings in connection with widening project of **LAGRANDE-BAKER HWY.** overpass structure; $500.00; Approved 3/28/93.

PERSONAL SERVICE CONTRACTS: (35B-46)

18) Demolition Contract #6133309-99-99; with Dennis Snyder Contractors; for the demolition of four duplex residential structures at 9064/9066 SW Monterey Pl., 9070/9072 SW Monterey Pl., 9080/9082 SW Monterey Pl., and 9084/9086 SW Monterey Pl., Portland, OR, cap all utilities, clear site per specs; Files 6133312, 6133311, 6133310, 6133309; Start Date: 3/29/93; End Date: 4/30/93; $47,700.00; Approved 3/29/93.

19) Memorandum of Increase to Demolition Contract #6125004-99-99 with Emmert International (a division of Emmert Industrial (reported on Feb., 1993 report, Pg. 2, Item 20); for additional work to pump and fill three septic tanks; at $445 per file - total of $1,335.00; Start Date: 1/26/93; End Date: 3/15/93; Approved 1/26/93.

R/W SERVICE AGREEMENTS: (35B-50)

20) R/W Services Agreement #385, with Douglas County, State agrees to act for Agency in performing those services related to the acquisition of right-of-way for Agency; **TILLER-TRAIL HWY**; Approved 3/10/93.

Report of Actions Taken Under Delegated Authority
April, 1993 - Page Three

R/W SERVICE AGREEMENTS: (Continued)

21) R/W Services Agreement #386, Misc. C. & A. #10680, with Tri-Met, State agrees to do work in both preliminary and acquisition phases of project **TIGARD PARK AND RIDE IN VICINITY OF PACIFIC HWY & SW 74TH AVE.**; Approved 2/03/93.

22) R/W Services Agreement Summary #387, Memorandum of Understanding, with Bureau of Land Management, **W 11TH-GARFIELD - FLORENCE-EUGENE HIGHWAY**, for joint acquisition of real property; Approved 3/09/93.

Dated this 8th day of April, 1993

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CLEAR CREEK BRIDGE #2838 SECTION OF THE BAKER-COPPERFIELD HIGHWAY

6181003 Stanley & Francis Gulick $ 600.00

COLUMBIA CITY NCL-WARREN SECTION OF THE COLUMBIA RIVER HIGHWAY

58912 Ronald I. Steinke and Betty Ann Steinke $102,500.00

N. ROSEBURG INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

6112019 Donald G. Ilett and Shirley A. Ilett $ 3,300.00

Dated this 30th day of April, 1993.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, renamed Operations Support Section, the following action was taken:

1) On February 8, 1993, approved a personal service contract with Quality Control Services to clean and calibrate electronic balances. This contract is effective March 1, 1993, through June 30, 1993, at a cost not to exceed $6,000.

Dated this 3rd day of May, 1993

Wayne Cobine

Wayne Cobine, Manager
Operations Support Section

April 29, 1993

731-0314 (10-90)

H

May 19, 1993

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and subdelegated to the Maintenance/Construction Engineer (Subdelegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

CONTRACTOR AND CONTRACT NO.	SECTION AND COUNTY
L.R. Brabham,Inc. Contract No. 11070 Acceptance Date: January 26,1993	Eugene Signal System (Phase 3) Lane County
Jacksonville Corporation Contract No. 11008 Acceptance Date: February 24,1993	Deschutes River - West Pendleton Various Counties
J.C. Compton Contractor,Inc. Contract No. 11077 Acceptance Date: February 24,1993	Kiwa Springs - Mt.Bachelor Deschutes County
Weaver Construction Co. Contract No. 10948 Acceptance Date: February 23,1993	Imbler - Elgin (Climbing Lane) Union County
Hamilton Construction Co. Contract No. 10971 Acceptance Date: February 23,1993	Clackamas Highway - Gladstone Interchange Clackamas County
N.B.Hatch Co. Contract No. 11113 Acceptance Date: February 24,1993	Tierra Del Mar Slope Restoration Tillamook County
LTM,Inc.dba Lininger Tru-Mix,Inc. Contract No. 11114 Acceptance Date: February 24,1993	Little Butte Creek Bridge Jackson County
R.D. Mac Contract No. 11142 Acceptance Date: February 24,1993	LaGrande Rock Production Union County
Weaver Construction Co. Contract No. 11151 Acceptance Date: February 24,1993	District 14 Chip Seal Baker and Grant Counties

Weaver Construction Co. Contract No. 11157 Acceptance Date: February 24,1993	S.Fk. Cold Springs Creek Bridge Umatilla County
Blue Mountain Paving Co. Contract No. 11172 Acceptance Date: February 24,1993	S.W.2nd -8th(Pendleton) Umatilla County
J.C. Compton Contractor,Inc. Contract No. 11180 Acceptance Date: February 24,1993	New Princeton Harney County
Linnco Electric Co. Contract No. 11218 Acceptance Date: February 24,1993	Traffic Loop Repair Project ,Unit 4 Various Counties
Klamath Pacific Corp. Contract No. 11220 Acceptance Date: February 24,1993	Eastside Bypass(Klamath Falls),Phase 1 Klamath County
Emery and Sons Construction,Inc. Contract No. 11223 Acceptance Date: February 24,1993	Oregon City Bypass at MP 2.1 Clackamas County
Wildish Paving Co. Contract No.11086 Acceptance Date: March 30,1993	Pioneer Parkway - 7th & Main St.-Centennial Blvd. Lane County
Kiewit Pacific Co. Contract No. 11162 Acceptance Date: March 30,1993	Youngs Bay Br.-Warrenton/ Astoria Hwy. at Humbug Ave. 32nd Ave.(Astoria) Clatsop County
J.C.Compton Contractor,Inc. Contract No. 11163 Acceptance Date: March 30,1993	Saddle Mtn. Jct.-Coast Range Summit Clatsop County
Tice Electric Co. Contract No. 11168 Acceptance Date: March 30,1993	Hillsboro Signals (13 Locations) Washington County
LTM,Inc. Contract No. 11188 Acceptance Date: March 30,1993	District 8 Overlay Projects Jackson County

Copeland Paving,Inc. Contract No. 11192 Acceptance Date: March 30,1993	Minnie Creek - Butcher Knife Creek Josephine County
Oregon Asphaltic Paving Co. Contract No. 11196 Acceptance Date: March 30,1993	Sourdough Canyon - Hinton Creek Morrow County
All Concrete Specialties,Inc. Contract No. 11201 Acceptance Date: March 30,1993	N.W. Portland Intersection Improvement,Phase 1 Multnomah County
Kiewit Pacific Co. Contract No. 10635 Acceptance Date: March 29,1993	S. Commercial St.- N.Santiam Highway Marion County
Oregon Asphaltic Paving Co. Contract No. 10905 Acceptance Date: March 29,1993	Spangler Hill - Mulino Clackamas County
Ross Bros.Construction,Inc. Contract No. 10920 Acceptance Date: March 29,1993	Johnson Creek Bridge(Portland) Multnomah County
Coral Construction Co. Contract No. 10994 Acceptance Date : March 29,1993	Multnomah Falls Interchange (NB) Multnomah County
West Coast Structures,Inc. Contract No. 10985 Acceptance Date : April 12,1993	Deer Creek Bridge Yamhill County
River Bend Sand and Gravel Co. dba Salem Road and Driveway Contract No.10791 Acceptance Date : April 20,1993	S.Commercial St.-N.Santiam Highway Marion County
Steelman - Duff,Inc. Contract No. 10816 Acceptance Date : April 20,1993	Butter Creek Jct.-Old Oregon Trail Morrow and Umatilla Counties

Wildish Standard Paving Co. Contract No. 10836 Acceptance Date: April 21,1993	Lower Boones Ferry Road - Sagert Road Clackamas and Washington Counties
Morse Bros.,Inc. Contract No. 10932 Acceptance Date: April 21,1993	Lake Creek - Pacific Highway Linn County
North Santiam Paving Co. Contract No. 10951 Acceptance date : April 21,1993	Fir Grove Lane - Towers Road Marion County
Morse Bros.,Inc. Contract No. 10962 Acceptance Date: April 22,1993	11th St.-Hubbard/Silverton Highway(Newberg) Yamhill County
Berning Construction Co. Contract No. 11014 Acceptance Date: April 22,1993	Nehalem River Bridge Columbia County
Mocon Corporation Contract No. 11017 Acceptance Date: April 22,1993	Miami River Bridge Tillamook County
B-G Paint Co.,Inc. Contract No. 11054 Acceptance Date: April 22,1993	Old Youngs Bay Bridge Clatsop County
Mocon Corporation Contract No. 11060 Acceptance Date : April 22,1993	Glen Jackson Bridge (Dry Fire Main) Mult.Co,Or.and Clark Co.Wash
Berning Construction Contract No. 11158 Acceptance Date: April 22,1993	Big Cliff Dam - Mongold (Phase 1) Marion County
JAL Construction,Inc. Contract No. 11166 Acceptance Date : April 22,1993	Warner Guardrail Lake County

H

May 19, 1993

Eugene Sand and Gravel,Inc. Contract No. 11194 Acceptance Date: April 22,1993	Pacific Hwy.West - Gateway Street(WB) Lane County
Umpqua River Navagation Co. Contract No. 11217 Acceptance Date: April 22,1993	Berry Creek - Sutton Lake (Bikeway) Lane County
Holm II,Inc. Contract No. 11239 Acceptance Date: April 22,1993	I-5 at Southern Pacific R.R. U'Xing.,Concomly Rd.U'Xing.,and Cove Ave.U'Xing.(LaGrande) Marion and Union Counties

EXPENDITURE RECAP

	Above Projects	FY to Date
Original Authorization	$82,973,189.85	$226,088,294.87
Anticipated Costs	$82,901,829.15	$234,159,477.50
Percentage Overrun (Underrun)	-0.1%	+3.6%

Wayne F. Cobine, Manager
Office of Operations
Date 4/22/93

BMW:bmw

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May 19, 1993

Construction Contracts finaled by Office of Operations

Overrun/Underruns for fiscal year 93 [July 1]

REGION	Current FY 10 Months to Date -	+	TOTAL	AVE % by REGION	Prior FY Totals -	+	AVE % by REGION
1	23	17	40	+ 2.9	24	13	+1.9
2	21	8	29	+ 7.7	21	4	-3.6
3	17	9	26	-0.8	20	10	+1.1
4	14	3	17	+ 1.5	15	3	-1.2
5	18	6	24	- 0.3	17	6	+3.8
TOTAL	93	43	136	+ 3.6	96	38	+1.3

\- Projects underrunning Original Authorization
\+ Projects overrunning Original Authorization

This information is based on overrun or underrun of Original Authorization.Includes Local Government Projects administered by ODOT.

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, now renamed as Region 3 Manager, the following actions were taken:

1) On February 4, 1993, abandoned five property damage claims totaling $4,883.20. Each claim was less than $5,000. (Detailed information in Commission's files, Salem.)

2) On April 1, 1993, approved an agreement with Betty Dwyer for reporting services for the Williams Creek Bridge Public Hearing on April 20, 1993.

3) On April 9, 1993, approved an agreement with the Lane Council of Governments for facilitation of the Action Planning Meeting on the Big Creek Land Acquisition. Cost shall not exceed $750. Contract period: January 4, 1993, to April 30, 1993.

Dated this 4th day of May, 1993

Donald R. Wagner

Donald R. Wagner, Region 3 Manager

April 27, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineering Services Manager, the following actions were taken:

1) On March 29, 1993, approved a personal services contract with Petroleum Sciences, Inc. to provide a mix design and job mix formula for rubber modified asphalt concrete (RUMAC) for the Durkee Interchange-Lime Project. The cost for this project is $2,510. This contract is effective March 29, 1993, and expires October 15, 1993.

2) On March 29, 1993, approved a personal services contract with Petroleum Sciences, Inc. to provide a mix design and job mix formula for rubber modified asphalt concrete (RUMAC) for the Wolf Creek - West Fork Dairy Creek Project. The cost for this project is $2,510. This contract is effective March 29, 1993, and expires October 15, 1993.

3) On March 29, 1993, approved a personal services contract with Pavement Services, Incorporated to provide a mix design and job mix formula for the Durkee Interchange-Lime Section (Class "A" Mix) Project. Cost shall not exceed $2,600. This contract is effective March 29, 1993, and expires October 15, 1993. (State Highway Engineer selected contractor on December 18, 1992.)

4) On April 13, 1993, approved a personal services contract with Pavement Services, Incorporated to provide a mix design and job mix formula for the Wolf Creek-West Fork Dairy Creek Section (Class "B" Mix) Project. Cost shall not exceed $2,600. This contract is effective April 13, 1993, and expires October 15, 1993. (Keith Martin signed for the Engineering Services Manager on April 13, 1993.)

Dated this 5th day of May, 1993

Jack Sullivan

Jack Sullivan
Engineering Services Engineer

731-0314A (10-90) April 27, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of Support Services, the following action was taken:

1) On March 1, 1993, approved a personal services contract with R and W Engineering, Inc. to develop specifications and plans for the ductwork and diffuser modifications to lower noise levels and balance air flows in the office and warehouse area of Building II. The assignment is to begin on March 14, 1993, and terminate on May 30, 1993. Cost will not exceed $999.48.

Dated this 4th day of May, 1993

Thomas Luther

Thomas Luther, Manager
Support Services

April 28, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Environmental Section Manager, the following action was taken:

1) On April 9, 1993, cancelled an agreement with the Dispute Resolution Commission to provide facilitator services for the Big Creek Action Planning Meeting.

Dated this 4th day of May, 1993

Eb Engelmann, Manager
Environmental Section

April 28, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as Manager of Information Systems Branch to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following action was taken:

1) On March 24, 1993, signed Amendment No. 1 to a personal services contract with Patrick J. Fallon and Associates for strategic information planning. This amendment increases the contract $1,950 to a new total of $49,950. (Chairman Hollern approved December 14, 1992.)

Dated this 3 day of May, 1993.

Craig Holt

Craig Holt, Manager
Information Systems Branch

April 28, 1993

731-0314 (10-90)

REPORT OF CONDEMNATION CASES SETTLED

State v. Carter, Richard and Marilyn, et al.

L - 9928
R - 6112048
Section: North Roseburg Interchange
Highway: Pacific
County: Douglas
State's Deposit: $6,100
Settlement: $9,370
Justification: State filed a complaint with just compensation of $6,100. The appraisal the State relied upon was based on a date of value approximately one year from the date of possession and valued the land at $3.00 sq.ft. The defendants demanded $24,000 as just compensation. During negotiations defendants presented some later comparable sales with land values in the $4.00 and $5.00 sq.ft. range. The State conferred with an independent appraiser regarding the new sales and land value. The appraiser believed the property could be valued in the $4.00 to $5.00 range. The State accordingly presented a settlement offer of approximately $4.20 sq.ft. The defendant's agreed to this offer and a settlement was reached with just compensation of $9,370.
State's Attorney: Cynthia M. Fraser

State v. Hyde, Raymond, et al

L - 9849
R - 6059031
Section: Old Oregon Trail-Island City
Highway: Wallowa Lake
County: Union
State's Deposit: $25,000
Settlement: $58,000
Justification: The State deposited and filed its complaint with $25,000 as just compensation for land, improvements and damages. The State acquired two fee areas, two permanent easements for slopes and two sign easements. Damages included loss of parking.

The property owner was concerned about the loss of 13 parking spaces. He rented the commercial building on the site to ESD who had left a previous site downtown due to lack of parking. He was convinced he would lose the tenant if his parking was diminished. This site is one of the larger office sites in the area and it would be difficult to prove that a replacement tenant could be found if ESD vacated the premises.

The property owner bought one of the few available lots close to his property, located behind the subject property, and rocked and paved the site for a total cost of $45,000. The cost to remodel the entrance at the rear of the building, which would be used by those coming from the new parking area was $6,000. A wheelchair ramp was required and the bid was $500.

An additional damage item claimed was damage to the functional use of a large classroom due to increased noise from the traffic moving closer to the building. The owner wanted compensation to brick-in the two existing windows at the site and repaint the side of the building at a cost of $8,000. He also claimed $5,000 as a cost to repair the front parking lot. The total just compensation including cost to cure came to $65,000. The defendants stated that they would seek $85,000 at trial claiming additional property value diminution.

The State agreed that a new parking area should be established, which included the remodeling of the building and the construction of the wheelchair ramp. The State disagreed with the cost to brick-in the window and the $5,000 for repair of the front parking lot. The State suggested double pane windows instead of brick to cure the increased traffic noise.

Compensation was also appropriate to re-stripe the front parking and repair the area of the permanent easement. The State offered a settlement of $58,000 which was accepted.
State's Attorney: Cynthia M. Fraser

State v. Nelson, William & Audrey

L - 992900
R - 6116001
Section: W. 11th Garfield
Highway: Florence-Eugene
County: Lane
State's Deposit: $65,000
Settlement: $81,000
Justification: The State filed a complaint with just compensation of $65,000. Defendants demanded $105,000. The State's appraiser had discounted a railroad easement by 60% and a sewer easement by 20%. There was no justification for the 60% discount for the railroad easement as full use of the area for parking, landscaping and setbacks was available as a use for the land. The property owners wanted $1.50 sq.ft. and no discounts for easements. The case was settled at the State's appraised land value of $1.20 sq.ft. and a discount of 20% for both the railroad and sewer line easement. Total just compensation was agreed upon as $81,000.
State's Attorney: Cynthia M. Fraser

N

May 19, 1993

State v. Parker, David and Priscilla

L - 9904
R - 6136007
Section: Junction City "Y" Intersection Hwy.
Highway: Pacific Highway
County: Lane
State's Deposit: $3,600
Settlement: $8,500
Justification: The State filed a complaint with just compensation of $3,600. Defendants did not answer but, demanded $8,500. Based upon increased property values for commercial property in the area, recent evaluation of appraisal data and interim rental value, the State offered $8,500 and defendants accepted.
State's Attorney: Cynthia M. Fraser

State v. Warren, Merle and M. Louise

L - 9889
R - 55443
Section: Queen Ave.-Corvallis/Lebanon
Highway: Albany-Junction City
County: Linn
State's Deposit: $5,040
Settlement: $8,500
Justification: The State filed a complaint alleging just compensation of $5,040. Defendants answered but did not plead a specific amount. The State offered $8,500 and defendants accepted. The State's offer of $8,500 was based on the revised cost to cure and an update appraisal review.
State's Attorney: Roger R. Warren

REPORT OF CONDEMNATION CASES DISMISSED

State v. Callicrate

L - 9910
R - 57162
Section: Mt. Hood--Long Prairie
Highway: Mt. Hood
County: Hood River
Amt. of Complaint: $13,800
Option Amount: $15,500

N

May 19, 1993

State v. DTS, Inc.

L - 9728
R - 6032033
Section: Redmond-Bend (North Unit)
Highway: The Dalles-California
County: Deschutes
Amt. of Complaint: $24,100
Option Amount: $53,600
Remarks: An option and deed from Defendant Norwood was obtained by ROW. The remaining defendants were dismissed after the clearance of their interest in the subject property. The case was then dismissed.

* * * * * * *

JTT0AA03/RW/cr

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
0	May 19, 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

Apr. 15, 1993

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On April 15, 1993 $8,975,763.18 was distributed to the counties as their share of motor vehicle revenues for the month of March, 1993.

On April 15, 1993 $5,690,598.84 was distributed to the cities for the month of March, 1993.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of April, 1993.

Douglass R. Goldbach, Financial Systems Manager
Oregon Department of Transportation

731-0314A (10-90)

TRANSPORTATION COMMISSION

Minutes
of the
OREGON TRANSPORTATION COMMISSION
FORMAL MEETING

June 16, 1993
Salem, Oregon

• • • •

MPO	Federal	State Match	Total
Ranier	$1,600.00	$183.13	$1,783.13
RVCOG	107,407.48	12,293.27	119,700.75
MWVCOG	220,826.90	25,274.63	246,101.53
LCOG	229,173.52	26,229.94	255,403.46
Metro	621,129.10	71,091.01	692,220.11
TOTAL	$1,180,137.00	$135,071.98	$1,315,208.98

• • •

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
Human Resource and Organization Development Branch Manager	Exhibit C
State Highway Engineer	Exhibit D
Program/Project Management Services Section Manager	Exhibit E
Traffic Engineer	Exhibit F
Right of Way Manager	Exhibit G
Bridge Engineer	Exhibit H
Region 1 Manager	Exhibit I
Region 2 Manager	Exhibit J
Region 4 Manager	Exhibit K
Engineering Services Engineer	Exhibit L
Driver and Motor Vehicle Services Branch Manager	Exhibit M
Transportation Development Branch Manager	Exhibit N
Financial Systems Manager	Exhibit O

• • •

The Commission confirmed their next meeting dates in Hood River as follows:

Tuesday, July 20, 1993:
Tour of Historic Columbia River Highway, 2-5 p.m., leave from Hood River Inn.
Dinner, 7 p.m. at Hood River Inn.
After dinner program with local officials.

Wednesday, July 21, 1993:
Formal meeting, 8:30 a.m. at Hood River Inn.
Luncheon with Historic Columbia River Highway Advisory Committee and slide show.

The Commission tentatively set a Thursday, August 18, 8:30 a.m., telephone meeting.

• • •

Don Forbes, Director of Transportation, gave a legislative update. ODOT's budget has passed both the Senate and the House with the exception of the use of lottery funds, which is beyond the normal operating budget. The reorganization bill will be heard on Thursday, June 17, by the Senate Trade and Economic Development Committee. Don Forbes will be testifying. The Oregon Transportation Plan Finance package is still in House Revenue. The ethanol bill did pass out off the House floor last week. All other elements of the Finance package are in Revenue committee. By the end of this month the House should come back to Transportation financing, after proposing a statewide tax package.

• • •

Judy Gregory, Manager of the Human Resource and Organization Development Branch, requested approval of the following DBE Supportive Services actions:

1) Rescind $58,022.24 in previous supportive services funds.

2) Reobligate $38,022.24 by amending a current contract with Keith Crawford & Associates.

3) Obligate $20,000 to the Construction Management Scholarship Program.

4) Approve the FY94 statement of work for DBE Supportive Services.

5) Accept FY94 Supportive Services funds in the amount of $115,000.

Vice Chairman Whitty moved for approval and the motion carried unanimously. The Commission authorized the Human Resource and Organization Development Manager to issue an RFP for DBE Supportive Services for FY94 and authorized the Deputy Director to sign a one-year contract not to exceed $115,000 with a possible one-year extension through December 30, 1995.

• • •

Bob Royer, Interim Manager of the Transportation Development Branch, requested approval to extend an existing contract with Kittleson & Assoc., Inc. to December 31, 1993, for traffic analysis and documentation at a cost of $25,000. Current contract expires July 31, 1993. Commissioner Susan Brody moved for approval and the motion carried unanimously. The Commission authorized the Interim Transportation Development Branch Manager to sign the contract.

Bob Royer requested approval to change the scope of work of a current contract to assess the feasibility of privatizing the Traffic Monitoring and Accident Data Units. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the National Governors Association (NGA) have placed increased demands on these two activities. The impact of these requirements must be evaluated. In April, the Commission authorized $20,000 for the study. To accomplish the required work the contract limit needs to be increased not to exceed $100,000. Commissioner Cynthia Ford moved for approval and the motion carried unanimously. The Commission authorized the Interim Transportation Development Branch Manager to sign the necessary contract.

• • •

Bob Royer requested approval of the Demand Management/Rideshare Program for the period July 1, 1993 to June 30, 1994, at a cost of $79,120 in Surface Transportation Program funds, with a match from the Public Transit Section. The program promotes and encourages alternate mode transportation actions that curb peak period single occupant vehicle commuting in urban, small urban and rural communities throughout the state. Bob Sherman of the Public Transit Section presented an overview of the Transportation Demand Management (TDM) program and highlighted accomplishments of the program.

Chairman Hollern questioned how Public Transit reached the target dollar amount of $79,120. Bob Sherman indicated that the amount was for staff time to develop the programs. Individual projects were not included in this amount.

Chairman Hollern asked if there was an objective target of VMT removed per dollar spent. Sherman estimates that once the program is in place, for every $700 spent, one vehicle is removed from the road.

Commissioner Brody suggested that in the material being developed for employers, they should be provided with a sense of the variables that can affect commuter behavior and what they should focus on.

Commissioner Brody moved for approval and the motion carried unanimously by the Commission.

• • •

Joni Reid, Manager of the Public Transit Section, requested approval of FY94 public transit projects funded through the Community Transportation application and review process, for inclusion in the 1993-1998 Transportation Improvement Program. Joni Reid explained changes made in the grant selection process. Community Transportation Program, 1993-94 projects are attached.

Dinah Van Der Hyde, Public Transit Section, explained accomplishments of the Community Transportation Program and how it works. Joni Reid explained the evaluation of projects, how they went about selecting among the applications submitted, and a summary of public comments received.

The Commission received public comment. Mike Borwick, General Manager of Rogue Valley Transportation Department (RVTD), thanked ODOT for cooperating and changing RVTD's proposal from a developmental project to a planning project. Michael Sedloch, Marion County Transportation Coalition, expressed concern about the grant selection process. Commissioner Brody suggested that grants might have been awarded on a conditional basis depending on a follow-up plan of coordination among local agencies.

Commissioner Whitty moved for approval and the motion carried unanimously and the Commission authorized the Public Transit Section Manager to apply for funds, award and sign necessary contracts or agreements for these projects.

• • •

Tony Lewis, Manager of the Financial Services Branch, requested approval to start preliminary work on the bonding process for Westside Light Rail, not to exceed $30,000. This strategy was recommended by ODOT's bond counsel, financial advisor and underwriters, as the least cost option. Lewis showed the Commission graphs illustrating the need for bonding outlining expenditures and revenue with the $100 million in bonds vs. without bonding.

Commissioner Brody moved for approval and the motion carried unanimously. The Commission authorized the Chief Financial Officer to begin the process of issuing Westside Light Rail bonds and incur the costs of preliminary work.

• • •

Jane Hardy Cease, Manager of the Driver and Motor Vehicle Services Branch, requested approval to extend a contract with Tom Drynan for internal investigation and false document prevention services, from January 1, 1993 to June 30, 1993, for an increase in the contract amount from $45,000 to $62,500.

Commissioner Ford moved for approval and the motion carried unanimously.

• • •

Jane Hardy Cease requested approval to renew an on-going interagency agreement with the Health Division to support DMV's driver licensing program. This agreement is reissued every biennium. Payments to the Health Division under this agreement will not exceed $55,000 for the 1993-95 biennium.

Commissioner Br dy moved for approval and the motion carried unanimously. The Commission authorized the DMV Manager to sign the agreement.

• • •

Bill Anhorn, Deputy Director, requested approval of increase in project authorization for the following contracts due to harsh winter conditions: Contract No. 11301, Central Oregon Preservation Projects, Central Oregon Highway (US20), for $265,438 (19.9 percent). Contract No. 11255, Unity Forest Wayside-Ironside, John Day Highway (US26), for $930,120 (23.3 percent).

Vice-Chair Whitty moved for approval and the motion carried unanimously.

• • •

Bill Anhorn requested approval to add two projects to the 1994 construction program. The Willamina-Sheridan Highway at Bridge Street intersection improvement project in Yamhill County, estimated to cost $153,000. Federal Highway Enhancement System (HES) funds are available to construct the project. The Oregon Coast Highway to Spruce Street Project, located on the Florence-Eugene Highway in Lane County, estimated to cost $331,000. Federal Highway Enhancement System (HES) funds are available to construct the project and the City of Florence will pay matching funds of $26,600.

Commissioner Brody moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign any needed agreements for both projects.

• • •

Bruce Warner, Region 1 Manager, requested approval to enter into consulting services for a study of congestion pricing not to exceed $45,000. The Oregon Transportation Plan endorses congestion pricing. The Federal Highway Administration did not endorse the original request for congestion pricing. ODOT needs to get some nationally recognized expertise in congestion management to help us better put together a program that will work in the Portland Metro area as well as the state. ODOT seeks to analyze the basis for congestion pricing within the context of technical and policy constraints. Commissioner Brody aired concern whether $45,000 would be enough to go into depth in looking at the issues.

Bruce Warner indicated that this was just the beginning of the planning and research stages. The plan is to use an RFP to select the contractor.

Commissioner Brody indicated she would like to see some resources put into an education program about congestion pricing.

Commissioner Brody moved for approval and the motion carried unanimously.

• • •

Bruce Warner requested approval of the second and third modifications to the ODOT/Tri-Met Agreement for the Westside Corridor Project. Proposals were received and evaluated, and contracts authorized to procure 39 low floor light rail vehicles, at a cost of approximately $98 million. Modification #2 codifies the cost-sharing and roles of ODOT and Tri-Met on the traffic management plan. Modification #3 asks Tri-Met to include the construction of the roadbed and embankment on the north side of the Sunset Highway as part of the contract for the tunnel, rather than issue a separate contract.

Commissioner Whitty moved for approval and the motion carried unanimously.

• • •

Bill Anhorn requested approval of a supplemental agreement with the Oregon State Museum of Anthropology, University of Oregon, to provide additional archaeological services for a further cost of $519,093. This cost is to cover additional archaeological work to facilitate these projects to construction: Bend Parkway in Deschutes County, Drews Creek Road-Drews Gap in Lake County, Greensprings Highway-Midland Junction in Klamath County, and Austin Junction-Baker County Line in Grant County.

Commissioner Ford moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the agreement.

• • •

Bill Anhorn requested approval of an increase in Flexible Bridge Design Contract in the amount of $100,000. The increase will be used on two projects: Highland (Zoo) Interchange, Sunset Highway, and Klamath River Bridge, The Dalles-California Highway.

Vice-Chair Whitty moved for approval and the motion carried unanimously.

• • •

Brian Gregor, Senior Transportation Planner of the Systems Planning Section presented a workshop on Land Use planning to provide the Commission with a better knowledge of land use efforts. This workshop informed the Commission about how ODOT has been participating in local land use planning; and the possible criteria for ODOT's participation and land use appeals. The Commission endorsed the criteria presented for land use planning.

• • •

There being no further discussion, Chairman Hollern adjourned the meeting at 11:35 a.m.

• • •

At 12 noon in the Large Conference Room, the Commissioners attended a luncheon honoring this year's Jackson Scholars, Aaron Louie and Rebecca Purkey.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Katie Thiel
Communications Branch

Roger L. Breezley, Member

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

Interagency agreement with the Oregon Dispute Resolution Commission to develop and implement a prototype system to help resolve conflicts over acquisition of rights of way between property owners and the Department. Cost is $11,000. (Approved by William Anhorn on May 18, 1993. Authorize Right of Way Manager to sign the agreement.)

Dated this 19 day of May, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

5-18-93

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Supplemental contract with Nagao Pacific Architecture for professional services to add an elevator to the Region 2, East Salem Highway Building, Marion County, in the amount of $9,000. Previously, the elevator was programmed to be built on the outside of the building. The Region Engineer had approved a contract with Nagao Pacific totaling $9,999 to retrofit the building to comply with the ADA requirements. Under this contract, an interior elevator location has been found which will save money and provide a better service. This new information makes it imperative to do all demolition work at the same time as the other work being done. The supplemental contract is for additional specifications and structural design plans to the building to accommodate the 2500-pound capacity passenger elevator. (William Anhorn approved on May 7, 1993. Authorize State Highway Engineer to sign supplemental contract.)

Dated this 17 day of May, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

May 13, 1993

731-0314(12-90)

EXHIBIT A

MINUTES OF 6/16/93

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - MINAM RIVER ROAD - MINAM (PHASE 1) SECTION

County: Union
Type of Work: Grading, Structure, Paving, and Signing
Highway: WALLOWA LAKE (OR-82) STATE (AOH) PROJECT

Contract No.: 11318

No. of Bidders: 11

Low: Kiewit Pacific Co., Vancouver WA	$5,590,943.00
2nd: Elting, Incorporated, Clackamas, OR	$5,895,708.75
3rd: James W. Fowler Co., Dallas, OR	$5,964,625.20

Engineer's Recommendation: Award to low responsive bidder.

#2 - HIGHWAY 26 - TIMBERLINE SECTION

County: Clackamas
Type of Work: Overlay
Highway: Timberline STATE PRESERVATION PROJECT

Contract No.: 11319

No. of Bidders: 5

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$277,885.00
2nd: Jim Turin & Sons, Inc., Welches, OR	$294,575.00
3rd: Lakeside Industries, Bellevue, WA	$346,643.00

Engineer's Recommendation: Award to low responsive bidder.

#3 - DICK CREEK BRIDGE #241A SECTION

County: Grant
Type of Work: Grading, Paving and Structure
Highway: JOHN DAY (OR-19) F.A. No. X-BRF-S005(1)

Contract No.: 11320

No. of Bidders: 8

Low: R. L. Coats, Bend, OR	$317,251.00
2nd: Co-Bridge, Inc ., Bend, OR	$347,613.20
3rd: JAL Construction, Inc., Bend, OR	$358,198.00

Engineer's Recommendation: Award to low DBE responsive bidder.

EXHIBIT A
MINUTES OF 6/16/93

#4 - PORTLAND TRAFFIC SIGNALS (5 LOCATIONS)

County: Multnomah
Type of Work: Signing, Signals, and Illumination
Highway: VARIOUS STREETS
F.A. No. X-HES-5900(4)

No. of Bidders: 6
Contract No.: 11321

Low: Albany Electric, Inc., Albany, OR	$527,067.00
2nd: Cherry City Electric, Inc., Salem, OR	$552,548.00
3rd: Grasle Electric, A Division of Dynalectric Company, Portland, OR	$553,698.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the City of Portland and receipt of deposit by the City.

#5 - HAIG STREET - TACOMA STREET SECTION

County: Multnomah
Type of Work: Asphalt Inlay
Highway: PACIFIC EAST (OR-99E)
STATE PRESERVATION PROJECT

No. of Bidders: 6
Contract No.: 11322

Low: K. F. Jacobsen & Company, Inc., Portland, OR	$542,260.00
2nd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$593,960.00
3rd: Lakeside Industries, Bellevue, WA	$608,865.00

Engineer's Recommendation: Award to low responsive bidder.

#6 - TELOCASET - NORTH POWDER INTERCHANGE SECTION

County: Union
Type of Work: Overlay
Highway: LA GRANDE-BAKER (US-30)
STATE PRESERVATION PROJECT

No. of Bidders: 6
Contract No.: 11323

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$1,070,215.00
2nd: McCafferty-Whittle Construction Company, Brush Prairie, WA	$1,080,590.00
3rd: J. C. Compton Contractor, Inc., Mc Minnville, OR	$1,084,530.00

Engineer's Recommendation: Award to low responsive bidder.

#7 - SAMS VALLEY HIGHWAY JUNCTION - SHADY COVE (NORTH UNIT) SECTION

County: Jackson — Highway: CRATER LAKE (OR-62)
Type of Work: Grading, Paving, and Signing — F.A. No. X-STP-S022(1)

No. of Bidders: 5 — Contract No.: 11324

Low: LTM, Incorporated, Medford, OR	$2,561,873.50
2nd: Fabricators, Inc., & M. L. Houck Const. Co., Inc., Ajv, Salem, OR	$2,661,131.00
3rd: Bob Angell, Inc., Coos Bay, OR	$2,760,140.25

Engineer's Recommendation: Award to low DBE responsive bidder.

#8 - PRAIRIE CITY - AUSTIN JUNCTION SECTION

County: Grant — Highway: JOHN DAY (US-26)
Type of Work: Grading, Structures, Paving, — STATE AOH PROJECT

PROJECT POSTPONED TO MAY 13, 1993

#9 - COLUMBIA RIVER (ASTORIA) BRIDGE SECTION

County: Clatsop — Highway: OREGON COAST (US-101)
Type of Work: Maintenance Coating — SPECIAL MAINTENANCE PROJECT

No. of Bidders: 5 — Contract No.: 11309

Low: Certified Coatings of California, Concord, CA	$2,495,626.00
2nd: Long Painting Company, Seattle, WA	$2,650,874.75
3rd: S. & K. Painting, Inc., Oregon City, OR	$2,671,000.00

Engineer's Recommendation: Award to low responsive bidder.

EXHIBIT A
MINUTES OF 6/16/93

#10 - EAGLE CREEK - SANDY SECTION

County: Clackamas
Type of Work: Overlay

Highway: EAGLE CREEK-SANDY (OR-211)
STATE PRESERVATION PROJECT

No. of Bidders: 6

Contract No.: 11311

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$236,225.00
2nd: Jim Turin & Sons, Inc., Welches, OR	$252,910.00
3rd: Roy L. Houck Construction Company, Salem, OR	$254,917.50

Engineer's Recommendation: Award to low responsive bidder.

On April 29, 1993, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on April 22, 1993, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3, 4, and 7, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 17 **day of** May **, 1993.**

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 6/16/93

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#7 - CENTRAL & RIVERSIDE COUPLET (MEDFORD) SECTION

County: Jackson
Type of Work: Overlay

Highway: ROGUE (OR-99)
STATE PRESERVATION PROJECT

No. of Bidders: 3

Contract No.: 11315

Low: Bob Angell, Inc., Coos Bay, OR	$784,953.50
2nd: LTM, Incorporated, Medford, OR	$795,651.50
3rd: Roy L. Houck Construction Company, Salem, OR	$873,725.00

Engineer's Recommendation: Award to low responsive bidder.

On April 23, 1993, I accepted the State Highway Engineer's recommendation for award of the above project on which bids were received on April 8, 1993, and authorized him to sign the contract.

Dated this 17 day of May, 1993.

Michael P. Hollern, Chairman
Oregon Transportation Commission

EXHIBIT A

MINUTES OF 6/16/93

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - COLUMBIA RIVER (ASTORIA) BRIDGE SECTION

County: Clatsop, OR; Pacific, WA
Type of Work: Maintenance Painting

Highway: OREGON COAST (US 101)
STATE PROJECT

PROJECT POSTPONED TO APRIL 22, 1993

#2 - JUNCTION 26 - JUNCTION 281 SECTION

County: Hood River
Type of Work: Overlay

Highway: ODELL
STATE PROJECT

No. of Bidders: 1
Low: Mid-Columbia Paving Company, Yakima, WA

Contract No.: 11310
$216,510.00

Engineer's Recommendation: Award to low responsive bidder.

#3 - EAGLE CREEK - SANDY SECTION

County: Clackamas
Type of Work: Paving

Highway: EAGLE CREEK-SANDY
STATE PROJECT

PROJECT POSTPONED TO APRIL 22, 1993

#4 - FOUR CORNERS - MILK CREEK SECTION

County: Clackamas
Type of Work: Overlay

Highway: WOODBURN-ESTACADA (OR-211)
STATE PRESERVATION PROJECT

No. of Bidders: 8

Contract No.: 11312

Low: Morse Bros., Inc., Lebanon, OR	$273,568.50
2nd: Roy L. Houck Construction Company, Salem, OR	$276,957.50
3rd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$283,092.00

Engineer's Recommendation: Award to low responsive bidder.

#5 - CASCADE HIGHWAY SOUTH AT HENRICI ROAD AND GREEN TREE DRIVE SECTION

County: Clackamas — Highway: CASCADE HIGHWAY SOUTH (OR-213)
Type of Work: Grading, Paving & Signing — STATE OPERATIONS PROJECT

No. of Bidders: 10 — Contract No.: 11313

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$320,758.40
2nd: Eagle-Elsner, Inc., Tigard, OR	$337,165.00
3rd: Morse Bros., Inc., Lebanon, OR	$346,090.40

Engineer's Recommendation: Award to low responsive bidder.

#6 - I-205 - SE 182ND AVENUE SECTION

County: Multnomah — Highway: MT HOOD (US-26)
Type of Work: Overlay — STATE PRESERVATION PROJECT

No. of Bidders: 6 — Contract No.: 11314

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$331,610.00
2nd: K. F. Jacobsen & Company, Inc., Portland, OR	$442,855.00
3rd: Lakeside Insudtries, Bellevue, WA	$443,425.00

Engineer's Recommendation: Award to low responsive bidder.

#7 - CENTRAL & RIVERSIDE COUPLET (MEDFORD) SECTION

County: Jackson — Highway: ROGUE (OR-99)
Type of Work: Overlay — STATE PRESERVATION PROJECT

No. of Bidders: 3 — Contract No.: 11315

Low: Bob Angell, Inc., Coos Bay, OR	$784,953.50
2nd: LTM, Incorporated, Medford, OR	$795,651.50
3rd: Roy L. Houck Construction Company, Salem, OR	$873,725.00

Engineer's Recommendation: Pending

EXHIBIT A

MINUTES OF 6/16/93

#8 - HILLSBORO - FOREST GROVE SECTION

County: Washington — Highway: TUALATIN VALLEY (OR-8)
Type of Work: Asphalt Inlay & Overlay — STATE PRESERVATION PROJECT

No. of Bidders: 7 — Contract No.: 11316

Low: Morse Bros., Inc., Lebanon, OR	$876,120.00
2nd: Wildish Standard Paving Co., Eugene, OR	$912,875.00
3rd: Roy L. Houck Construction Company, Salem, OR	$952,470.00

Engineer's Recommendation: Award to low responsive bidder.

#9 - 158TH AVE - 181ST AVE (WETLAND MITIGATION) SECTION

County: Multnomah — Highway: AIRPORT WAY
Type of Work: Wetland Mitigation — F.A. No. IX-5900(2)

No. of Bidders: 13 — Contract No.: 11317

Low: Ground Improvement Techniques, Inc., Woodland, WA	$438,644.77
2nd: Paul Bros., Inc., Boring, OR	$597,530.32
3rd: J. L. Storedahl & Sons, Kelso, WA	$728,262.80

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the City of Portland.

On April 15 1993, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on April 8, 1993, and authorized him to sign the contracts when conditions for the awards have been met. On Job 9, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 17 day of May, 1993.

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following actions and report these actions for your official records:

1) On April 9, 1993, approved a personal services contract with Alpha Computers providing installation and setup services for Personal Computers for the Department. Cost shall not exceed $900. This contract becomes effective April 12, 1993, and expires May 15, 1993.

2) On April 22, 1993, signed a Memorandum of Understanding with the Association of Oregon Counties, League of Oregon Cities, Metropolitan Service District, and Oregon Transit Association covering the Surface Transportation Program Funds and Surface Transportation Program Replacement Funds. (Transportation Commission approved March 17, 1993.)

Dated this 14 day of May, 1993

Donald E. Forbes, Director
Department of Transportation

May 11, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organization Development, the following action was taken:

1) On May 5, 1993, signed a personal service contract with Executive Forum covering teambuilding management evaluation, design and implementation. Cost shall not exceed $200,000. This contract is effective May 6, 1993, and expires June 1, 1995. (Transportation Commission approved January 20, 1993.)

Dated this 17th day of May, 1993

Judy Gregory

Judy Gregory
Manager, Human Resource and Organization Development

May 12, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Wetland development on the N.E. 158th Avenue-N.E. 181st Avenue (Wetland Mitigation) Section of N.E. Airport Way-Phase 4 in Multnomah County. Bids received on April 8, 1993. Contract No. 11,317 awarded on April 30, 1993, to Paul Brothers, Inc., Boring, at $597,530.32.

2) Work on the Dick Creek Bridge Section of the John Day Highway in Grant County. Bids received on April 22, 1993. Contract No. 11,320 awarded on May 4, 1993, to R. L. Coats, Bend, at $317,251.00.

3) Portland Traffic Signals (5 locations) Project on various city streets in Multnomah County. Bids received on April 22, 1993. Contract No. 11,321 awarded on May 4, 1993, to Albany Electric, Inc., Albany, at $527,067.00.

4) Work on the Sams Valley Highway Junction-Shady Cove (North Unit) Section of the Crater Lake Highway in Jackson County. Bids received on April 22, 1993. Contract No. 11,324 awarded on May 4, 1993, to LTM, Incorporated, Medford, at $2,561,873.50.

Dated this 14TH day of May, 1993

William Anhorn
State Highway Engineer

May 11, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On April 13, 1993, signed a personal services contract with Arnold Ryland for consulting services covering the All-Terrain Vehicle Program Administration. Cost shall not exceed $66,000. This contract becomes effective April 29, 1993, and expires May 1, 1994. (Transportation Commission approved September 15, 1992.)

2) On April 19, 1993, approved Exhibit "A", Annual Contract Proposal for 1993, to an agreement with the Department of Agriculture dated May 25, 1988, to conduct a noxious weed control program on various sections of State Highway right-of-way.

3) On April 19, 1993, signed Supplement No. 1 canceling the agreement with Josephine County covering the Foothills Boulevard-Redwood Interchange (also known as the Third Bridge) Project. State will be responsible for all Federal Aid participating costs relating to the preliminary engineering project. (Transportation Commission approved original contract on October 24, 1978.)

4) On April 19, 1993, signed Amendment No. 5 to a personal services contract with HDR Engineering, Inc. to provide flexible services for the Bridge Section. This amendment increases the contract $50,000. (Transportation Commission approved November 13, 1990, and May 21, 1992.)

5) On April 19, 1993, signed a personal services contract with David Evans and Associates, Inc. to provide roadway engineering services for new construction and overlay projects. Cost shall not exceed $150,000. This contract is effective April 19, 1993, and expires April 30, 1994. (Transportation Commission approved May 21, 1992.)

6) On April 22, 1993, approved a 9.3% project authorization increase in the amount of $30,500 covering the Brooten Road-Little Nestucca River Bridge Project on the Oregon Coast Highway in Tillamook County (Contract No. 11,296).

7) On April 27, 1993, signed Supplement No. 2 to a personal services contract with Parsons Brinckerhoff Quade & Douglas, Inc. covering the Western Bypass Study in Washington County. This supplement revises the scope, adds $775,318 for a new sum not to exceed $2,379,218 and extends the expiration to December 31, 1994. (Transportation Commission approved original contract on October 17, 1989, March 20, 1990, and additional funds were approved on January 20, 1993.)

8) On April 27, 1993, signed Amendment No. 2 to a personal service contract with Anderson Engineering & Surveying covering the structural inspection of bridges in Area 9205. This amendment revises the Statement of Work and extends the expiration date to March 31, 1994. (Transportation Commission approved April 17, 1991.)

9) On April 27, 1993, signed annual agreement with Transportation Research Board of the National Academy of Sciences, National Research Council, for the Research Correlation Service subscription at a cost of $58,370 for the fiscal year from July 1, 1993, to June 30, 1994. (Transportation Commission approved April 22, 1993.)

10) On April 28, 1993, signed Amendment No. 1 to a personal services contract with CH2M Hill Northwest covering the Eddyville-Cline Mountain Project on the Corvallis-Newport Highway in Lincoln County. This amendment extends the expiration date to June 1, 1994. (Transportation Commission approved September 19, 1989.)

11) On April 30, 1993, signed an agreement with the City of Clatskanie providing for the development of the Clatskanie Bicycle Plan. The State's share of the cost shall not exceed $1,500 or 50 percent of the actual total cost, whichever is the lesser. (Transportation Commission approved November 17, 1992.)

12) On April 30, 1993, signed Amendment No. 2 to a personal services contract with OTAK, Inc. providing on-call field surveying services in Region 5. This amendment extends the expiration date to June 30, 1994. (Transportation Commission approved October 17, 1990.)

Dated this 14TH day of May, 1993

William Anhorn
William Anhorn
State Highway Engineer

May 12, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Program Section, renamed Program/Project Management Services Section, the following action was taken:

1) On May 5, 1993, signed an agreement with Lane County covering the Goshen-Immigrant Road Project. (Transportation Commission approved July 21, 1992, as part of the Six-Year Highway Improvement Program.)

Dated this 17th day of May, 1993

Cam Gilmour

Cam Gilmour, Manager
Program/Project Management Services Section

May 12, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On April 14, 1993, established the following speed zones on the Jacksonville Highway in Josephine County as follows:

   40 MPH from M.P. 0.45 to M.P. 1.60. (Includes a 20 MPH speed zone when children are present from M.P. 0.86 to M.P. 0.94 and from M.P. 1.27 to M.P. 1.35)

   50 MPH from M.P. 1.60 to M.P. 3.00

   (Rescinds Speed Zone Rule No. 648 which was effective December 25, 1973. See Speed Zone Order No. 1033.)

2) On April 16, 1993, established a 25 MPH temporary speed zone from M.P. 312.10 to M. P. 312.50 on the Oregon Coast Highway in Curry County. This temporary speed zone remains in effect until road repairs have been completed and the signs have been removed. Signing approval for this speed zone was given on April 7, 1993. (See Speed Zone Order No. 1034)

3) On April 22, 1993, approved a temporary parking prohibition on the Pacific Highway West No. 1W from M.P. 114 to M.P. 118.4 in the City of Eugene in Lane County. This parking prohibition will be effective from August 3 to August 8, 1993, for the Eugene 1993 Air Show.

4) On April 27, 1993, established a 55 MPH temporary speed zone on the Pacific Highway in Linn County from M.P. 203.55 to M.P. 216.14. This temporary speed zone is effective when required and when signs are posted for construction purposes. (See Speed Zone Order No. 1035)

EXHIBIT F

MINUTES OF 6/16/93

5) On April 29, 1993, approved a parking prohibition on the Umpqua Highway No. 45, ORE 38, from M.P. 47.51 to M.P. 47.54 north side in front of the Kwikee Products Company plant in Drain, Douglas County.

Dated this 17th day of May, 1993

Dwayne Hofstetter, Traffic Engineer

May 12, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
G	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

SW CENTER-SW 76TH SECTION OF THE SUNSET HIGHWAY

6125024 Suntek Park Co. Offer $ 1,720,000.00

Dated this 27th day of May, 1993.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following actions were taken:

1) On April 14, 1993, approved a personal services contract with M. Keith Kaufman for bridge design classes. Classes will be conducted from April 23, 1993, to July 9, 1993. Contract expires August 20, 1993. Cost shall not exceed $6,000.

2) On April 29, 1993, approved a personal services contract with Golder Associates, Inc. covering the Rocky Point Viaduct Foundation Project. Cost shall not exceed $9,500. Contract is effective April 29, 1993, and expires September 30, 1993.

Dated this 14 day of May, 1993

"Terry J. Shike"

Terry J. Shike, Bridge Engineer

May 12, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, now renamed as Region 1 Manager, the following actions were taken:

1) On January 21, 1993, abandoned 10 property damage claims totaling $10,601.92. Each claim was less than $5,000. (Detailed information in Commission's files, Salem.)

2) On March 19, 1993, approved an agreement with the City of Forest Grove to upgrade a portion of the existing bikepath from Maple Street south to old Route #47 within the Forest Grove city limits.

Dated this 3rd day of May, 1993

Bruce Warner, Region 1 Manager

April 29, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
I	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, now renamed as Region 1 Manager, the following action was taken:

1) On April 20, 1993, approved a personal services contract with H. Charles Pyron for the Region 1 Management Team Teambuilding Project. This contract is effective April 26, 1993, and expires May 25, 1993. Cost shall not exceed $2,200.

Dated this 14 day of May, 1993

Bruce Warner, Region 1 Manager

May 12, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, now renamed as Region 2 Manager, the following actions were taken:

1) On January 28, 1993, abandoned four property damage claims totaling $4,676.10. Each claim was less than $5,000. (Detailed information in Commission's files, Salem.)

2) On March 24, 1993, approved a personal services contract with Coffey Laboratories Inc. to provide chemical testing services in support of the Underground Storage Tank Removal and Disposal Program. This contract begins April 7, 1993, and expires June 1, 1993. Cost shall not exceed $5,000. (Ken Stoneman signed for Region 2 Manager.)

3) On March 24, 1993, approved a personal services contract with Hughes Analytical Laboratories to provide chemical testing services in support of the Underground Storage Tank Removal and Disposal Program. This contract begins April 7, 1993, and expires June 1, 1993. Cost shall not exceed $5,000. (Ken Stoneman signed for Region 2 Manager.)

Dated this 6th day of May, 1993

Ken Husby
Region 2 Manager

April 27, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
K	6/16/93

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RECEIVED PLN
PER 1993 PSA
R 4 RBI

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, renamed as Region 4 Manager, the following actions were taken:

1) On January 25, 1993, abandoned three property damage claims totaling $2,373.34. Each claim was less than $5,000. (Detailed information in Commission's files, Salem.)

2) On March 11, 1993, signed an agreement with the City of Redmond to increase the public involvement process associated with the development of a transportation system plan. Cost shall not exceed $18,000. This contract is effective March 22, 1993, and expires February 28, 1994. (Chairman Hollern approved February 10, 1993.)

3) On March 19, 1993, approved a personal services contract with Scale Model Company to produce a 3-dimensional scale model exhibit of the Bend Parkway Project. Cost will not exceed $10,000. The contract begins April 1, 1993, and expires July 1, 1993.

Dated this 6 day of May, 1993

Dale D. Allen
Region 4 Manager

April 27, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineering Services Manager, the following actions were taken:

1) On April 9, 1993, approved an agreement with Chemeketa Community College for a defensive driving course. Contract period: April 28, 1993, to May 11, 1993. Cost shall not exceed $750.

2) On April 26, 1993, approved a personal services contract with Nichols Consulting Engineers, Chtd. to provide the final report development regarding the field test of the Polymer Modified Asphalt Concrete Project on the Murphy Road to Lava Butte Section of The Dalles-California Highway in Deschutes County. Cost shall not exceed $7,346. This contract is effective April 26, 1993, and expires December 1, 1993.

Dated this 14th day of May, 1993

Jack Sullivan

Jack Sullivan
Engineering Services Engineer

May 12, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as the Administrator of Motor Vehicles Division, renamed as Manager, Driver and Motor Vehicle Services Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following actions were taken:

1) On March 22, 1993, approved a personal services contract with Zapffe Design Ltd. for the DMV Mall 205 Field Office Remodel Project. Contract begins April 1, 1993, and expires May 31, 1993. Cost shall not exceed $3,945.

2) On March 22, 1993, approved an interagency agreement with the Survey Research Center, Oregon State University, providing a customer satisfaction survey. Cost shall not exceed $5,256. This contract is effective April 1, 1993, and expires June 30, 1993.

3) On March 22, 1993, signed an interagency agreement with the Survey Research Center, Oregon State University providing a survey to determine public perceptions of services provided at DMV. Cost shall not exceed $44,855. This contract is effective April 1, 1993 and expires June 30, 1993. (Chairman Hollern approved March 18, 1993.)

Dated this 5th day of May, 1993

Jane Hardy Cease

Jane Hardy Cease
Manager, Driver and Motor Vehicle Services Branch

April 29, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as the Administrator of Motor Vehicles Division, renamed as Manager, Driver and Motor Vehicle Services Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following action was taken:

1) On April 6, 1993, approved a personal services contract with MacKenzie/Saito and Associates, Inc. to construct a canopy over the existing drive-up window at the Gladstone DMV field office. Cost shall not exceed $4,050. This contract is effective April 21, 1993, and expires June 30, 1993.

Dated this 19th day of May, 1993

Jane Hardy Cease
Jane Hardy Cease
Manager, Driver and Motor Vehicle Services Branch

May 12, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as Manager, Transportation Development Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following actions were taken:

1) On March 29, 1993, signed an agreement with Rogue Valley Council of Governments covering the Medford, Central Point, and Phoenix MPO Transportation Systems Plan. This contract expires April 30, 1995. Cost shall not exceed $480,000. (Transportation Commission approved on February 17, 1993.)

2) On April 8, 1993, signed a personal services contract with J. M. Colosimo Associates, Inc. to assist in the design and implementation of the annual operational planning and budget process for the Department. Cost shall not exceed $20,000. This contract is effective April 14, 1993, and expires September 30, 1993. (Chairman Hollern approved April 1, 1993.)

3) On April 9, 1993, signed an agreement with Lane Council of Governments for the Eugene/Springfield MPO Transportation and Reconnaissance Planning Systems Study. Cost shall not exceed $1,075,000. (Transportation Commission approved February 17, 1993, and March 17, 1993.)

Dated this 12 day of May, 1993

Paul Meyerhoff

Paul Meyerhoff
Manager, Transportation Development

April 27, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as Manager, Transportation Development Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following action was taken:

1) On April 15, 1993, signed an agreement with the Department of Land Conservation and Development and the Department of Environmental Quality to develop a public information program on transportation and land use. The Department's share of cost shall not exceed $130,000. (Transportation Commission approved October 20, 1992.)

Dated this 14 day of May, 1993

Paul Meyerhoff
Manager, Transportation Development

May 12, 1993

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
O	6/16/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

May. 15, 1993

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On May 15, 1993 $9,880,215.71 was distributed to the counties as their share of motor vehicle revenues for the month of April, 1993.

On May 15, 1993 $6,268,216.78 was distributed to the cities for the month of April, 1993.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of May, 1993.

Douglass R. Goldbach, Financial Systems Manager
Oregon Department of Transportation

731-0314A (10-90)

TRANSPORTATION COMMISSION

Minutes
of the
OREGON TRANSPORTATION COMMISSION

Tour and Dinner
July 20, 1993

Formal Meeting and Lunch
July 21, 1993

Hood River, Oregon

. . . . . .

At 12:00 p.m., July 20, 1993, the Oregon Transportation Commission met at 5821 Glisan St., Portland, to begin a tour of the Historic Columbia River Highway. Among the sites they saw were the Jordan Interchange, Stark Street Bridge, Single and Double Rail Wooden Guardrail, Traffic Management Options and Techniques, Portland Women's Forum, Sheppards Dell, Multnomah Falls, Oneonta Gorge, Moffett Creek Bridge,Tanner Creek to Eagle Creek Project, Starvation Creek rest area, Rockfall projects and the East Hood River County Line Area. (Notice of the tour, dinner, meeting and lunch had been made by press release of local and general circulation throughout the State.)

At 7:00 p.m. on July 20, 1993, the Oregon Transportation Commission held a dinner with local officials at the Hood River Inn, Columbia Room, 1108 E. Marina Way in Hood River.

. . .

On July 21, 1993, the Oregon Transportation Commission held its regular monthly meeting at the Hood River Inn, Columbia Room, 1108 E. Marina Way in Hood River.

Chairman Hollern called the meeting to order at 8:30 a.m.

. . .

Vice-Chair Whitty moved for approval of the following items on the consent calendar, and the motion carried unanimously by the Commission:

11500

1) Minutes of the June 16, 1993 Commission meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement or donation. (Right of Way Resolution No. 2861 in Commission files, Salem.)

3) Approved designating two parking areas, Big Elk and Buck Prairie, as Winter Recreation Parking Locations (Sno-Parks), as recommended by the Winter Recreation Advisory Committee.

4) Approved filling a vacancy on the All-Terrain Vehicle Account Allocation Committee. Appointed Leonard Kerns to a four-year term commencing August 1, 1993, to fill the vacancy due to the resignation of Arnold Ryland. Also reappointed both Norvel Arbogast and Robert Greenstreet to new four-year terms effective October 1, 1993.

5) Approved a renewal contract with Oregon State University to cover youth traffic safety services provided by Oregon Student Safety On the Move (OSSOM) for the period July 1, 1993 – June 30, 1995. The funding source is from new and renewed driver licenses and is dedicated at $0.25 per transaction. The renewed contract is not to exceed $270,051 (projected revenues for the 1993-95 biennium). The Commission authorized the Traffic Safety Section Manager to sign any necessary documents in order to carry out an interagency agreement with Oregon State University.

6) Approved a Financial Aid to Municipalities (FAM) program grant to the City of The Dalles in the amount of $2,650. This money provides a 50 percent match for the City to complete a Regional Commuter Air Service Study at The Dalles Municipal Airport.

7) Approved a resolution to change the official highway names of the state highways included in the Historic Columbia River Highway historic district to *Historic Columbia River Highway*.

8) Approved an extension to a contract with Pacific West Communications Group, Inc. from July 15, 1993 to August 16, 1993, or the end of the 1993 Legislative Session, whichever occurs first. The contract amount was increased from $49,500 to $53,500.

9) Approved funding by ODOT of a Mineral/Aggregate Coordinator position in DLCD during the 1993-95 biennium. The total funding to be provided is not to exceed $116,643, to cover salary and normal costs associated with the one position. This position was provided for in the Governor's budget. The Commission authorized the Transportation Development Branch Manager to sign an Interagency Cooperative Agreement covering the terms of the arrangement.

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Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Program/Project Management Services Section Manager	Exhibit B
Right of Way Manager	Exhibit C
Operation Support Services Manager	Exhibit D
Region 5 Manager	Exhibit E
Financial Systems Manager	Exhibit F
Traffic Safety Section Manager	Exhibit G

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Confirmed next meeting dates as Wednesday, August 18, at 8:30 a.m., telephone meeting.

Set following meeting for Tuesday, September 14 and Wednesday, September 15, in Medford.

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Bill Anhorn, Deputy Director, gave a Legislative Update. ODOT's budget passed through both the House and Senate, but the amount of lottery money to be allocated to ODOT's budget has not been decided upon. ODOT's reorganization bill has made it through the Senate and is in the House in the Trade and Economic Development Committee. An Oregon Trail license plate amendment has been added to the bill.

Chairman Hollern gave an update on the progress of the Oregon Transportation Plan Finance Package.

• • •

Bill Anhorn offered to answer questions about the Quarterly Business Report and suggested moving the update to the September meeting.

• • •

Chairman Hollern commented on a letter from Jim Baird, Director of Transportation for the Oregon Environmental Council who would like to establish a task force to begin studying how to transition to a different form of raising revenues over the next 10 to 20 years for funding transportation.

Commissioner Brody moved for approval of a motion to support the concept in principle.

• • •

Judy Gregory, Manager of Human Resource and Organization Development, requested approval to enter into an interagency agreement with Portland Community College, B-WEST Program, to provide supportive services for ODOT's on-the-job training for minorities and women who are committed to working in the highway construction industry. The program would be for a three-year period. The services for the first year shall not exceed $125,000. The total three-year contract amount will not exceed $400,000. The source of funds will be 90% federal and 10% state highway funds.

Chairman Hollern asked how ODOT would measure the success of the program. Judy Gregory indicated that PCC will be reporting to the department quarterly on the outcome.

Judy Gregory indicated that success would be achieved if 33% of the people going through the program made it to the journey-level work.

Vice-Chair Whitty moved for approval, and the motion carried unanimously.

• • •

June Ross, Traffic Safety Section, requested approval of the FY 1994 Highway Safety Plan (HSP) for submittal to National Highway Traffic Safety Administration and the Federal Highway Administration. The total program requested is $7,888,178 of which $2,831,289 is to be federal funds.

Commissioner Ford moved for approval, and the motion carried unanimously. The Commission authorized the Traffic Safety Section Manager to sign any necessary documents in order to carry out the projects identified in the HSP.

• • •

June Ross requested approval of the FY 1993 410 Plan which identifies Oregon's traffic safety problems and programs to address them, for submittal to the National Highway Traffic Safety Administration. The plan identifies projects totaling approximately $800,000. (A copy of the plan showing ODOT's compliance is on file in Commission Files, Salem.)

Commissioner Ford moved for approval, and the motion carried unanimously. The Commission authorized the Traffic Safety Section Manager to accept federal funds and sign any necessary documents.

• • •

Bob Royer, Interim Manager of the Transportation Development Branch, requested approval to accept a grant from the Federal Aviation Administration (FAA) for financial assistance in an amount not to exceed $1.6 million, for the construction of a new runway and related improvements at the Bandon State Airport. Total cost of the project is yet to be determined, as the bids have not yet been received. ODOT's portion, which will be 10% of project costs, will consist of donated banked land ($75,785) and staff time already legislatively approved in the 1991-93 budget.

Vice-Chair Whitty moved for approval, and the motion carried unanimously. The Commission authorized the Aeronautics Manager to sign the grant and any other necessary documents to complete the project.

• • •

Bob Royer requested approval of an expenditure of $80,000 to develop an update of the State Rail Plan, as required by the Federal Railroad Administration. Funding for this project is provided by federal State Planning and Research (SPR) funds (80% or $64,000) and by Public Utility Commission assessments on the railroads (20% or $16,000). ODOT will be focusing on freight movement, but include a passenger element as well.

Commissioner Brody moved for approval, and the motion carried unanimously. The Commission authorized the Policy and Strategic Planning Section Manager to sign any necessary agreements.

• • •

Bob Royer gave an update of the results of the survey of transportation demand in Oregon being conducted by The Gallup Organization, Inc. (See Gallup Poll in Commission Files, Salem).

• • •

Bill Anhorn asked if the Commission had questions regarding the proposal to hire a consultant to provide automation support for the existing DMV automation system while they transition to the new system. Craig Holt, Information Systems Branch Manager, will be requesting at an upcoming Commission meeting approval to proceed with a Request for Proposal for these services for $1.5 million over a 3 1/2 year period. Craig Holt will provide the Commission with detail on the scope of work, prior to the August meeting.

• • •

Bill Anhorn asked for approval of an amendment to a personal service contract with Tom Drynan for internal investigation and false document investigation services for DMV. The amendment increases the contract amount from $62,500 to $65,000, due to an immediate need arising from two unforeseen and sensitive cases.

Commissioner Ford moved for approval, and the motion carried unanimously.

• • •

Bill Anhorn requested approval to adopt three administrative rules to implement the scenic byway program on US 101, to comply with federal regulations and enable the department to continue to receive scenic byway monies. In order to meet the federal requirements, no more signs can go up, nor any existing signs be relocated.

Commissioner Brody moved for approval, and the motion carried unanimously.

• • •

Bill Anhorn requested approval to add the following projects to the 1993-98 Six Year Transportation Improvement Program.

- Bridge upgrades on Pacific Highway (Interstate 5), between Azalea and Jumpoff-Joe. FHWA is requiring ODOT to upgrade safety features of the structures rather than just resurfacing, which changes the scope of the project. The estimated construction cost is $5 million. Federal Interstate Preservation funds will be used.

- Roseburg East City Limits-Dixonville Project on the North Umpqua Highway. This section has deteriorated and must be dealt with in the next construction season. The estimated construction cost is $1.74 million.

- Military Road-Forge Road Project. The project is located on The Dalles-California Highway in Klamath County. It is part of the US97 corridor safety strategy to remove and selectively thin trees within 25 to 150 feet of the travel lanes. A property exchange with the State Parks and Recreation Department will enable ODOT to obtain the needed right-of-way at no cost to ODOT. ODOT expects to net $300,000 to $400,000 from the salvage value in the tree thinning process.

Commissioner Ford moved for approval, and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign any necessary contracts and agreements.

• • •

Don Wagner, Region 3 Manager, gave an update on the Arizona Inn Slide Section of the Oregon Coast Highway and requested it be added to the 1993-98 Six Year Transportation Improvement Program. The temporary repairs have been completed. Because of the history of the slide, ODOT will need to make some permanent repairs and conduct further research as to the best way to proceed. The reconstruction costs to date total $581,000. Federal Emergency Relief funds have been used for the temporary repairs and reconstruction. The permanent repairs are estimated to cost $3.7 million. Region 3 requests a consultant contract in the amount of $310,000, to gain some expertise in this type of slide.

Commissioner Brody moved for approval to add this project to the Six Year Transportation Improvement Program, and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign any necessary contracts and agreements.

Commissioner Ford moved for approval to authorize the personal service contract and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary contract.

• • •

Bill Anhorn requested approval of a fund exchange for the rehabilitation of the Owyhee River (Dowell) Bridge in Malheur County. The fund exchange rate would be $.90 State to $1.00 Federal funds.

Commissioner Ford moved for approval, and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary agreements.

• • •

Bill Anhorn requested approval of a personal services contract in the amount of $96,000 with Stop Oregon Litter and Vandalism (SOLV). This will provide in the 1993-95 biennium anti-litter and vandalism materials to help keep Oregon litter-free.

Vice-Chair Whitty moved for approval, and the motion carried unanimously. The Commission authorized the Operations Support Section Manager to sign the necessary contract.

• • •

Bruce Warner, ODOT Region 1 Manager, and Bob Post, Deputy General Manager of Tri-Met, gave an update to the joint Westside Corridor Project.

• • •

John Ahrens, Hood River County Commission and Jim Azumano, Hood River County Administrator expressed concern about some projects in the area. Chairman Hollern requested that Bruce Warner work with them to discuss their concerns.

• • •

Richard Ross and Jack Mills, Regional Representatives of the Historic Preservation League of Oregon spoke recommending that the Commmission designate restoration of the Historic Columbia River Highway as a special project of statewide significance and dedicate a regular annual allocation of $1 million per year of Transportation Enhancement or other ISTEA funds to a restoration/connection program.

• • •

Cam Gilmour presented an update to the Six-Year Transportation Improvement Program, including the Oregon Transit Association's proposal to implement the Surface Transportation Program Memorandum of Understanding.

Chairman Hollern suggested the discussion be continued in the August meeting; and that the Commission hold a formal meeting and workshop in lieu of a telephone meeting.

Vice-Chair Whitty moved for approval that staff gather information on possible administrative actions and funding strategies within the power of the Oregon Transportation Commission to protect the state's transportation system given current funding levels and that the Commission hold a regular meeting in August to focus on this issue. The motion carried unanimously.

The August Transportation Commission meeting will be held on August 18 at 8:30 a.m. in Room 122 of the Transportation Building in Salem.

• • •

Chairman Hollern adjourned the meeting at 12:05 p.m.

• • •

The Commission held a lunch meeting with the Historic Columbia River Highway Advisory Committee.

• • •

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Katie Thiel
Communications Branch

Roger L. Breezley, Member

July 21, 1993
11,507

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	7/21/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorize me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Approval is requested to establish a consultant contract for design of building modifications to be done during 1994 in Region 3 headquarters. The expertise necessary to prepare plans and specifications meeting requirements of all the controlling agencies is not available within the Department. Typically, architectural fees are based on the amount of the contract. Therefore; the maximum expenditure of $250,000 suggests fees should not exceed $25,000. This is included in the $2,000,000 acquisition budget approved by the Transportation Commission.

Dated this 21st day of June, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 8, 1993

11508¢

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	7/21/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Interagency agreement with the University of Oregon to restructure and update a portion of ODOT's Transportation Maps. This demonstration project will be for three months and will not exceed $24,750. (Approved by Bob Royer, Interim Manager, Transportation Development Branch on June 23, 1993. Authorize Transportation Development Branch Manager to sign agreement.)

Dated this 24th day of JUNE, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 24, 1993

11509

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	7/21/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Agreement with Department of Forestry to develop an ATV trail inventory and map for the Browns Camp area of the Tillamook State Forest. The total cost of this project is estimated at $20,000. The Division's share of this cost is $15,000 or 75 percent of the documented project costs which ever is less. Funds established and allocated pursuant to ORS 802.130-140 will be expended under this agreement. The All-Terrain Vehicle Account Allocation Committee has recommended this project for funding. (Approved by William Anhorn June 21, 1993. Authorize State Highway Engineer to sign agreement.)

Dated this 29th day of JUNE, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 24, 1993

11510

731-0314(12-90)

EXHIBIT A
MINUTES OF 7/21/93

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - SANTIAM RIVER (NORTHBOUND) BRIDGE SECTION

County: Marion — Highway: PACIFIC (I-5)
Type of Work: Grading, Structures, Paving, Signing, Illumination, & Landscaping — F.A. No. IDR-5-4(120)240

No. of Bidders: 6	Contract No.: 11334
Low: Ross Brothers & Company, Inc., Salem, OR	$9,231,968.67
2nd: Hamilton Construction Co. (Oregon), Springfield, OR	$9,285,185.50
3rd: F. E. Ward, Inc., Vancouver, WA	$9,680,536.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#2 - SANTIAM JUNCTION ROCK PRODUCTION PROJECT

County: Linn — Highway: SANTIAM (US-20)
Type of Work: Rock Production — STATE ROCK PRODUCTION

No. of Bidders: 6	Contract No.: 11335
Low: Portable Rock Production Co., Inc., Eugene, OR	$181,300.00
2nd: Bob Angell, Inc., Coos Bay, OR	$205,800.00
3rd: R. J. Taggart Construction, Co., Inc., Salem, OR	$214,900.00

Engineer's Recommendation: Award to low responsive bidder.

#3 - DEVILS LAKE FORK BRIDGE (WILSON RIVER 2ND O'XING) SECTION

County: Tillamook — Highway: WILSON RIVER (OR-6)
Type of Work: Grading, Structure, & Paving — STATE PROJECT

No. of Bidders: 3	Contract No.: 11336
Low: Hamilton Construction Co. (Oregon), Springfield, OR	$273,418.00
2nd: Progressive Contractors, Incorporated, Osseo, MN	$274,309.00
3rd: Mocon Corporation, Portland, OR	$354,770.00

Engineer's Recommendation: Award to low responsive bidder.

11311

#4 - KILLINGSWORTH - DIVISION STREET SECTION

County: Multnomah
Type of Work: Asphalt Overlay

Highway: CASCADE NORTH (OR-213)
STATE PRESERVATION PROJECT

Contract No.: 11337

No. of Bidders: 5
Low: Oregon Asphaltic Paving Co., Inc., Portland, OR $422,830.00
2nd: Lakeside Industries, Bellevue, WA $444,442.00
3rd: Western States Paving Company, Yakima, WA $468,255.00

Engineer's Recommendation: Award to low responsive bidder.

#5 - DISTRICT 12 PAVING PROJECTS

County: Umatilla
Type of Work: Asphalt Inlay

Highway: PENDLETON-JOHN DAY (US-395)
F.A. No. X-STP-S028(2)

Contract No.: 11338

No. of Bidders: 2
Low: Blue Mountain Paving Company, Yakima, WA $586,032.75
2nd: Pioneer Asphalt, Inc. dba Pioneer Construction, Inc., Pendleton, OR $627,719.29

Engineer's Recommendation: Award to low DBE responsive bidder.

#6 - SIUSLAW RIVER - DOUGLAS COUNTY LINE SECTION

County: Lane
Type of Work: Overlay

Highway: OREGON COAST (US-101)
F.A. No. X-STP-S009(11)

Contract No.: 11339

No. of Bidders: 6
Low: Bob Angell, Inc., Coos Bay, OR $937,415.75
2nd: Eugene Sand & Gravel, Inc., Eugene, OR $970,040.00
3rd: Roy L. Houck Construction Company, Salem, OR $979,272.00

Engineer's Recommendation: Award to low DBE responsive bidder.

11510

#7 - CLACKAMAS HIGHWAY- GLADSTONE INTERCHANGE (UNIT 2) SECTION

County: Clackamas
Type of Work: Grading, Paving, Illumination, and Signals

Highway: 82ND DRIVE
F.A. No. X-STP-2900(1)

No. of Bidders: 10

Contract No.: 11340

Low: Wildish Standard Paving Co., Eugene, OR	$1,493,816.00
2nd: Eagle-Elsner, Inc., Tigard, OR	$1,555,345.35
3rd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$1,558,446.50

Engineer's Recommendation: Award to low DBE responsive bidder.

#8 - EASTSIDE BYPASS (KLAMATH FALLS), PHASE 2 SECTION

County: Klamath
Type of Work: Grading, Paving and Signals

Highway: KLAMATH FALLS-MALIN & KLAMATH FALLS-LAKEVIEW HWYS
F.A. No. STP-S050(1)

No. of Bidders: 2

Contract No.: 11341

Low: Klamath Pacific Corporation, Klamath Falls, OR	$1,657,097.80
2nd: Roy L. Houck Construction Company, Salem, OR	$1,917,837.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#9 - MALLER ROAD - GLENCOE ROAD SECTION

County: Washington
Type of Work: Grading, Structure, Paving, Guard Rail, Signing, and Illumination

Highway: SUNSET (US-26)
F.A. No. NH-S047(2)

No. of Bidders: 4

Contract No.: 11342

Low: Morse Bros., Inc., Lebanon, OR	$2,256,756.00
2nd: Wildish Standard Paving Co., Eugene, OR	$2,258,413.00
3rd: Baker Rock Crushing Co, Dba Baker Rock Resources, Beaverton, OR	$2,299,575.30

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

11513

#10 - ELKHEAD ROAD INTERCHANGE - RICE HILL INTERCHANGE (NB) SECTION

County: Douglas
Type of Work: Grading, Structures, Paving, Signing, and Illumination

Highway: PACIFIC (I-5)
F.A. No. IM-S001(3)

No. of Bidders: 3
Low: Hamilton Construction Co. (Oregon), Springfield, OR
2nd: Wildish Paving Company, Eugene, OR
3rd: Kiewit Pacific Co., Vancouver WA

Contract No.: 11343
$3,150,027.00
$3,278,978.25
$3,427,877.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#11 - AZALEA - JUMPOFF JOE SECTION

County: Douglas
Type of Work: Paving and Guard Rail

Highway: PACIFIC (I-5)
F.A. No. IM-S001(7)

No. of Bidders: 2
Low: Kiewit Pacific Co., Vancouver WA
2nd: Copeland Paving, Inc., Grants Pass, OR

Contract No.: 11344
$5,177,321.00
$5,233,491.20

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#12 - DEPOE BAY BRIDGE - N.E. 54TH STREET (NEWPORT) SECTION

County: Lincoln
Type of Work: Overlay

Highway: OREGON COAST (US-101)
STATE PRESERVATION PROJECT

No. of Bidders: 1
Low: Road & Driveway Co., Newport, OR

Contract No.: 11333
$1,458,578.50

Engineer's Recommendation: Award to low responsive bidder.

On June 8, 1993, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on May 27, 1993, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 5, 6, 7, 8, 9, 10, and 11, if the low bidder fails to meet requirements for the disadvantaged business enterprises award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 29th day of JUNE, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

11514

EXHIBIT A
MINUTES OF
JUL 2 1 1993

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - CORVALLIS/LEBANON INTERCHANGE SECTION

County: Linn — Highway: PACIFIC (I-5)
Type of Work: Grading, Structure, Paving, Signing, Illumination, Signals & Landscaping — F.A. No. IM-S001(2)

No. of Bidders: 6	Contract No.: 11345
Low: Morse Bros., Inc., Lebanon, OR	$5,184,538.50
2nd: Hamilton Construction Co. (Oregon), Springfield, OR	$5,301,069.50
3rd: F. E. Ward, Inc., Vancouver, WA	$5,381,129.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

#2 - 13TH STREET AND OAK AVENUE (HOOD RIVER) SECTION

County: Hood River — Highway: MT HOOD & HOOD RIVER (OR-35)
Type of Work: Signals — STATE OPERATIONS PROJECT

No. of Bidders: 5	Contract No.: 11346
Low: Marca Electric, Inc., Coquille, OR	$74,224.00
2nd: Linnco Electric Company, Albany, OR	$87,205.00
3rd: Cherry City Electric, Inc.	$88,787.50

Engineer's Recommendation: Award to low responsive bidder.

#3 - ARGAY DOWNS SOUND WALL (PORTLAND) SECTION

County: Multnomah — Highway: COLUMBIA RIVER (I-84)
Type of Work: Sound Wall — F.A. No. X-STP-S002(1)

No. of Bidders: 9	Contract No.: 11347
Low: Coral Construction Company, Wilsonville, OR	$126,065.00
2nd: Mocon Corporation, Portland, OR	$129,937.00
3rd: G.T.E. Metal Erectors, Inc., Canby, OR	$132,306.00

Engineer's Recommendation: Award to low DBE responsive bidder.

#4 - HOOKER CREEK (I.O.N. HIGHWAY) BRIDGE #4427A SECTION

County: Malheur
Type of Work: Grading, Paving, Structure and Guardrail

Highway: I.O.N. (US-95)
F.A. No. X-BRF-S456(1)

Contract No.: 11348

No. of Bidders: 3

Low: Concrete Enterprises, Keizer, OR	$190,800.00
2nd: Co-Bridge, Inc ., Bend, OR	$196,035.00
3rd: JAL Construction, Inc., Bend, OR	$264,078.00

Engineer's Recommendation: Award to low DBE responsive bidder.

#5 - TUALATIN RIVER BRIDGE #1417N SECTION

County: Washington
Type of Work: Paving, Structure & Guardrail

Highway: PACIFIC WEST (OR-99W)
F.A. No. X-STP-S01W(3)

Contract No.: 11349

No. of Bidders: 3

Low: Hamilton Construction Co. (Oregon), Springfield, OR	$341,087.75
2nd: Progressive Contractors, Incorporated, Osseo, MN	$418,729.00
3rd: David A. Mowat Company, Kirkland, WA	$462,729.25

Engineer's Recommendation: Award to low DBE responsive bidder.

#6 - SOUTH CHETCO RIVER ROAD - ROBIN LANE SECTION

County: Curry
Type of Work: Overlay and Signing

Highway: OREGON COAST (US-101)
F.A. No. X-STP-S009(8)

Contract No.: 11350

No. of Bidders: 3

Low: Tidewater Contractors Inc., Brookings, OR	$590,749.50
2nd: Bob Angell, Inc., Coos Bay, OR	$653,353.00
3rd: Roy L. Houck Construction Company, Salem, OR	$711,193.50

Engineer's Recommendation: Award to low DBE responsive bidder.

#7 - KLAMATH FALLS/MALIN HIGHWAY - GREEN SPRINGS HIGHWAY SECTION,
ALGOMA - N.C.L. KLAMATH FALLS SECTION,
MIDLAND - CALIFORNIA STATE LINE SECTION &
CHILOQUIN HIGHWAY SECTION

County: Klamath
Type of Work: Paving and Signing

Highways: THE DALLES-CALIFORNIA (US-97)
& CHILOQUIN
F.A. No. STP-S004(3)

Contract No.: 11351

No. of Bidders: 2

Low: Roy L. Houck Construction Company, Salem, OR $4,683,761.25

2nd: J. C. Compton Contractor, Inc., Mc Minnville, OR $5,118,635.10

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

On June 16, 1993, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on June 10, 1993, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 3, 4, 5, 6, and 7, if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 29th day of JUNE, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

11517

EXHIBIT A
MINUTES OF JUL 21 1993

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

#1 - PRAIRIE CITY - AUSTIN JUNCTION SECTION

County: Grant
Type of Work: Grading, Structures, Paving & Signing
Highway: JOHN DAY (US-26) STATE PROJECT

Contract No.: 11325

No. of Bidders: 10

Low: J. C. Compton Contractor, Inc., Mc Minnville, OR	$6,829,132.75
2nd: Kiewit Pacific Co., Vancouver WA	$7,275,111.00
3rd: Steelman-Duff, Inc., A Corporation of Washington, Clarkston, WA	$7,515,881.30

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the Grant County and receipt of deposit from the County.

#2 - CLATSKANIE SECTION

County: Columbia
Type of Work: Asphalt Overlay
Highway: LOWER COLUMBIA RIVER (US-30) STATE PRESERVATION PROJECT

Contract No.: 11326

No. of Bidders: 2

Low: Morse Bros., Inc., Lebanon, OR	$112,400.00
2nd: Lakeside Industries, Bellevue, WA	$124,469.50

Engineer's Recommendation: Award to low responsive bidder.

#3 - HIGHWAY 217 - GREENBURG ROAD SECTION

County: Washington
Type of Work: Asphalt Inlay
Highway: PACIFIC WEST (OR-99W) STATE PRESERVATION PROJECT

Contract No.: 11327

No. of Bidders: 9

Low: Oregon Asphaltic Paving Co., Inc., Portland, OR	$129,911.00
2nd: Lakeside Industries, Bellevue, WA	$143,647.00
3rd: Benge Construction Co., Lake Oswego, OR	$144,340.85

Engineer's Recommendation: Award to low responsive bidder.

#4 - PACIFIC HIGHWAY EAST - CLACKAMAS COUNTY LINE

County: Marion
Type of Work: Overlay

Highway: WOODBURN-ESTACADA (OR-211)
STATE PRESERVATION PROJECT

Contract No.: 11328

No. of Bidders: 5	
Low: Morse Bros., Inc., Lebanon, OR	$239,982.50
2nd: North Santiam Paving Co., Stayton, OR	$243,836.05
3rd: Roy L. Houck Construction Company, Salem, OR	$263,896.00

Engineer's Recommendation: Award to low responsive bidder.

#5 - GARRETT CREEK - MILEPOINT 25.8 SECTION

County: Clackamas
Type of Work: Overlay

Highway: CASCADE SOUTH (OR-213)
STATE PRESERVATION PROJECT

Contract No.: 11329

No. of Bidders: 4	
Low: North Santiam Paving Co., Stayton, OR	$384,975.40
2nd: Morse Bros., Inc., Lebanon, OR	$398,730.00
3rd: Roy L. Houck Construction Company, Salem, OR	$405,877.50

Engineer's Recommendation: Award to low responsive bidder.

#6 - US 26 - HOCKEN ROAD SECTION

County: Washington
Type of Work: Asphalt Inlay and Overlay

Highway: TUALATIN VALLEY (OR-8)
STATE PRESERVATION PROJECT

Contract No.: 11330

No. of Bidders: 8	
Low: Roy L. Houck Construction Company, Salem, OR	$645,070.00
2nd: Lakeside Industries, Bellevue, WA	$646,370.00
3rd: Oregon Asphaltic Paving Co., Inc., Portland, OR	$677,652.00

Engineer's Recommendation: Award to low responsive bidder.

#7 - FREMONT JUNCTION - HACKETT DRIVE SECTION

County: Deschutes
Type of Work: Paving

Highway: THE DALLES-CALIFORNIA (US-97)
F.A. No. X-STP-S004(4)

No. of Bidders: 4 — Contract No.: 11331
Low: R. L. Coats, Bend, OR — $824,090.00
2nd: Roy L. Houck Construction Company, Salem, OR — $847,759.50
3rd: McCafferty-Whittle Construction Company, Brush Prairie, WA — $850,745.00

Engineer's Recommendation: Award to low DBE responsive bidder.

#8 - THE DALLES - TYGH RIDGE SECTION

County: Wasco
Type of Work: Recycle

Highway: THE DALLES-CALIFORNIA (US-197)
STATE PRESERVATION PROJECT

No. of Bidders: 1 — Contract No.: 11332
Low: Valentine Surfacing Company, Vancouver, WA — $807,820.00

Engineer's Recommendation: Award to low responsive bidder.

#9 - DEPOE BAY BRIDGE - NE 54TH STREET (NEWPORT)

County: Lincoln
Type of Work: Overlay

Highway: OREGON COAST (US-101)
STATE PRESERVATION PROJECT

PROJECT POSTPONED TO MAY 27, 1993

On May 19, 1993, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on May 13, 1993 and authorized him to sign the contracts when conditions for the awards have been met. On Job 7 if the low bidder fails to meet requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 29th day of JUNE, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

11520

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	JUL 21 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report is action for your official records:

1) Request for authorization to enter into an agreement necessary to participate in the AASHTOWare joint development project at a maximum cost of $25,000 to prepare PONTIS for assimilation into the AASHTOWare products library so that support, maintenance and future enhancement costs can be shared with other user agencies. The 1991 Intermodal Surface Transportation Efficiency Act of 1991 requires state agencies to develop, establish, and implement Bridge Management System (BMS). Oregon, as a participant in the Beta test of PONTIS has initiated implementation of this comprehensive, complex BMS software. FHWA has indicated they will be unable to support or provide future enhancements to PONTIS. (Approved by William Anhorn on June 14, 1993. Authorize State Highway Engineer to sign agreement.)

Dated this 17 day of June, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 15, 1993

11501

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	JUL 2 1 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report is action for your official records:

1) Agreement with Tillamook County to provide enforcement services in the Sandbeach Recreational Area of Tillamook County. Total cost of this project is estimated at $71,762. The Division's share of this cost is $47,841 or 33 percent of the documented project costs which ever is less. (William Anhorn June 4, 1993. Authorize State Highway Engineer to sign agreement.)

Dated this 14 day of June, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 9. 1993

17 & 12

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	JUL 21 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On May 18, 1993, gave verbal approval of extending a contract with Horizon Data System to increase the limitation from $5,000 to $15,000 and modify the scope of work covering the Response Operating System and IBM's Virtual Machine Operating System. (Authorized the Manager of Driver and Motor Vehicle Services Branch to sign extension.)

Dated this 29th day of JUNE, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 24, 1993

11529

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT A | MINUTES OF JUL 2 1 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

1) On May 18, 1993, gave verbal approval of extending a contract with Horizon Data System to increase the limitation from $5,000 to $15,000 and modify the scope of work covering the Response Operating System and IBM's Virtual Machine Operating System. (Authorized the Manager of Driver and Motor Vehicle Services Branch to sign extension.)

Dated this 29th day of JUNE, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

June 24, 1993

11530

731-0314 (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
13	JUL 21 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

June 23, 1993 COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION & JURISDICTION	FEDERAL FUNDS	STATE SHARE	APPROVAL DATE
FUND EXCHANGE			
Several Road Improvements Baker County	$205,265	$192,949	4/21/93
Crocker St.-Arthur St. North Bend-Coos Bay	$358,428	$336,922	4/27/93
Fairview Rd. Slide Corr. Coos County	$826,600	$777,004	5/05/93
Warner Highway 140 Lake County	$102,328	$ 96,188	5/05/93
Waterman Road Umatilla County	$443,135	$416,547	5/18/93
W. 9th & W. 6th By Pass City of The Dalles	$116,622	$109,625	6/08/93
Godsey, Bridle & Mill St. City of The Dalles	$100,181	$ 94,170	6/10/93

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731-0314A(12-90)

HBRR PROJECTS	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
Mill Cr. (W. 6th) Br. City of The Dalles	$434,000	$347,200	$43,400	$43,400	5/10/93
Deer Cr. (Dryden Rd.) Br. Josephine County	$365,000	$292,000	$36,500	$36,500	5/10/93
STP PROJECTS					
Clackamas Hwy.-Gladstone Int. 82nd Drive Clackamas County	$1,769,671	$1,584,964	$90,703.50	$90,703.50	5/13/93
1994 Rideshare City of Salem	$ 65,000	$ 65,000	-0-	-0-	6/10/93

On May 26th, under the authority delegated to the Program Section Manager, various projects were added to the program in the Portland Metropolitan area. The enclosed list identifies projects authorized for construction in addition to those approved through development only. The development projects are either studies, or require further development to determine the appropriate target year for construction.

Approved Joe Strieff for
Cam Gilmour, Manager
Program/Project Management Services

Date 6/23/93

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TIP AMENDMENTS
PORTLAND METROPOLITAN AREA
PROJECTS TO BE ADDED

CONSTRUCTION PROJECTS

YEAR	SECTION	COST	FUND
1993	LRT Vehicle Purchase	$850,000	FAU
1993	Beaverton Hillsdale Hwy. Rehabilitation	$1,000,000	FAU
1993	Signal Safety Improvement	$223,800	FAU
1993	Intersection Improvement	$17,010	FAU
1994	ML King Boulevard - 9th Ave.	$89,320	FAU
1993	NE 158th Ave. - 181st Ave.	$256,953	IX
1993	NW Intersection Improvement	$118,590	IX
1994	Mcloughlin Neighborhood Traffic Circulation	$100,980	IX
1993	Cornelius Pass - John Olsen Ave.	$1,115,463	STP
1993	Road Rehabilitation	$2,200,000	STP
1994	Linwood Ave. - 82nd Ave.	$557,520	STP
1994	Road Rehabilitation	$94,452	STP
1994	Signal Safety Remodels	$215,000	STP
1993	Rock Creek (NW 216th Ave.) Bridge	$363,000	HBR
1993	Rail Road Bridge #51C06	$292,000	HBR
1993	Tualatin River Overflow Bridge #016932	$365,000	HBR
1993	SPTC Xing @ Forsythe Road	$100,000	STP HRC
1993	UPRR Xing @ 148th Ave.	$100,000	STP HRC
1993	SPTC Xing @ Berwick Road	$100,000	STP HRC
1993	BNRR Xing @ Terminal 2	$100,000	STP HRC
1993	SPTC Xing @ SW 118th Ave.	$100,000	STP HRC

	DEVELOPMENT PROJECTS		
1993	Harrison St. through Milwaukee CBD	$100,000	FAU
1993	Murray Blvd.. - 167th Ave.	$1,000,000	STP
1993	Idleman Rd. - Co Line	$150,000	STP
1993	I 205 - 152nd (Sunnyside Rd.)	$600,000	STP
1993	Burgard Intersection Improvement	$100,000	STP
1993	Columbia Blvd. Feasibility Study	$150,000	STP
1993	Transit Preferential Corridors	$80,000	STP
1993	So. Portland Circulation	$120,000	STP
1993	Southern Triangle	$32,000	STP
1993	Signal Retiming	$125,000	STP
Note : Estimated cost for development projects reflect the amount authorized for development, estimates for construction projects reflect only the estimated construction cost.			

EXHIBIT C
MINUTES OF JUL 21 1993

DATE: **MAY, 1993**

TO: **OREGON TRANSPORTATION COMMISSION**

SUBJECT: **REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

Under delegated authority to the Highway Engineer (Delegation Order No. 35B) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-5), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35B-45)

LINN COUNTY: **ORLEANS-ALBANY-JCT. CITY HWY. - CORVALLIS-LEBANON HIGHWAY**:

1) File 37586A - Containing 8,990 Square Feet; $1,350; Approved 5/18/93.

AGREEMENTS: (35B-48)

2) Easement, from Burlington Northern Railroad Company, in fulfillment of ODOT Agreement No. RR-1361 (April, 1993 report, Page 1, "Agreements," Item 8); File 6136009; Approved 3/29/93.

3) Cooperative Agreement between ODOT, Perkins Ditch Company, and the City of Milton-Freewater; Misc. C & A #11,656; relative to construction of the **N. LAMB-MAIN ST. SECT.** of the **FREEWATER HIGHWAY**; Umatilla County, and the encroachment on District's ditch facilities; Cost to State for encroachment and perpetual right to operate transportation facility constructed is $14,000; Approved 5/20/93.

PERSONAL SERVICE CONTRACTS: (35B-46)

4) Demolition Contract No. R6074029; with Greg Payne Trucking; for Demolition of buildings at 88885 Poodle Creek Road, Noti OR; Start Date: 4/07/93; End Date: 5/07/93; $2,400; Approved 4/06/93.

5) Building Demolition Contract No. 6133313-99-99; with Konell Construction Co., Inc., for the demolition of two residences located at 1790 SW 90th St. and 1785 SW 89th St., Beaverton, OR; File #s 6133 313 and 6133317; Cost: $18080.00; Start Date: 4/13/93; End Date 05/01/93; Approved 4/13/93.

6) State of Oregon Services Contract No. 6027020-44-44; with PBS Environmental, Inc.; for services relevant to asbestos abatement for state-owned building at 3548 Empress Way NE, Salem OR; Cost $1,140.00; Start Date: 4/28/93; End Date: 5/13/93.

7) Building Demolition Contract No. 6125007-99-99; with Emmert Industrial Corp.; for demolition of four residential structures at 1805, 1765, 1745, 1695 all on SW 76th St., Portland OR; Files 6125 007, 008, 009, and 010; Cost $21,995.00; Start Date: 4/30/93; End Date: 6/15/93; Approved 4/30/93.

8) Service Contract No. 45984-99-99; with B & W Mechanical/Timothy Walters; emergency repairs to HVAC closed loop cooling tower at the DMV Bldg., 8710 SE Powell, Portland OR; Cost $9,875.55; Start Date: 5/05/93; End Date: 7/01/93; Approved 5/05/93.

9) Building Demolition Contract No. 6027068-99-99; with S. Greg Payne Construction; for demolition of buildings and site improvements at 3710 Market St. NE, Salem OR; Cost $4,280.00; Start Date: 5/05/93; End Date 6/05/93; Approved 5/05/93.

31838

PERSONAL SERVICE CONTRACTS: (Continued)

10) Building Demolition Contract No. 6133350-99-99; with Konnell Construction Co., Inc.; for demolition (and related activities) of 8 structures located at 2321; 2329; 2356; 2402; 2415; 2418; 2424; and 2428; all on SW Jefferson Road, Portland OR; File #s 6133 350; 6168001, 003, 004, 006, 011, and 013; Start Date: 5/13/93; End Date: 6/30/93; Cost: $44,683.00; Approved 5/13/93.

11) Interagency Cooperative Agreement; Contract #11833; between the Dispute Resolution Commission and ODOT; to develop dispute resolution system for resolving conflicts concerning acquisition process; Cost not to exceed $11,000; Start Date: 5/22/93; End Date: 6/30/94; Approved 5/22/93.

12) Contract between ODOT and Frank C. Ralph & Son, Inc.; for supervision of building demolition; File 6125024; **BEAVERTON/TIGARD INT.-SW 76TH - SUNSET HWY.**; Washington County; Start Date: 5/21/93; End Date: 12/22/93; Cost $10,000; Approved 5/21/93.

13) Building Demolition Contract No. 6125012-99-99; with Northwest Demolition & Dismantling; for demolition of a residential structure at 1885 SW 76th St., Portland OR; Cost: $7,860; Start Date: 5/24/93; End Date: 6/15/93; Approved 5/24/93.

14) Personal Service Contract #R-52868-98-98; with Washington's Window Cleaning Service; for washing exterior windows; all window ledges; on quarterly schedule; Cost: $1,350 ($700 initial cleaning; $600 subsequent); Start Date: 5/25/93; End Date: 6/30/94; Approved 5/25/93.

INDENTURES AND GRANTS OF ACCESS: (35-54)

15) File 16975 - Indenture of Access with Deschutes County on the southerly side of the **TUMALO-BEND SECTION** of the relocated **MCKENZIE-BEND HWY**; Approved 4/27/93.

16) File 36162 - Indenture of Access with Wal-Mart Stores, Inc. on the northerly side of the **SNAKE RIVER BRIDGE SECTION** of the relocated **OLDS FERRY-ONTARIO HWY**; Malheur County; Approved 2/02/93.

17) File 37675 - Indenture of Access with Rochor on the westerly side of the **CENTRAL POINT SECTION** of the **CRATER LAKE HWY**; Jackson County; Approved 4/02/93.

18) File 51349 - Indenture of Access with Ronald P. Piazza on the northerly side of the **EAST PORTLAND FWY-ROCK CREEK SECTION** of the **CLACKAMAS HWY**; Clackamas County; Approved 4/27/93.

19) File 55484 - Indenture of Access with Ramsay on the easterly side of the **QUEENS AVE-CORVALLIS/LEBANON SECTION** of the **ALBANY-JUNCTION CITY HWY**; Linn County; Approved 2/09/93.

Dated this 4th day of June, 1993

Steven Green, Right of Way Manager

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	JUL 21 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

BANDON STATE AIRPORT SECTION OF THE OREGON COAST HIGHWAY

6164004	Walter Sarad	Offer: $	24,750.00

BEND PARKWAY PHASE I SECTION OF THE DALLES-CALIFORNIA HIGHWAY

6142505	Stanley Joseph McKinney, et al	Offer: $	28,600.00

DEPOE BAY BRIDGE SECTION OF THE OREGON COAST HIGHWAY

6185002	Small Business Administration	Offer: $	4,020.00

NORTH ROSEBURG INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

6112041	Bertha M. Rattner	Offer: $	44,500.00

SCHOLLS HIGHWAY @ SW JAMIESON RD. SECTION OF THE SCHOLLS HIGHWAY

6111003	Patricia Haslett	Offer: $	2,400.00
6111004	Margaret F. Browning		725.00

Dated this 28th day of June, 1993.

Steve Green, Manager
Right of Way Section

11570

731-0314A (10-90)

MINUTES OF JUL 21 1993

11563

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and subdelegated to the Maintenance/Construction Engineer (Subdelegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

Contract Number	Section	County	Contractor	Acceptance Date
11,195	District 4 Recycle	Lincoln	Kiewit Pacific Co	May 21, 1993
11,036	Tangent - Halsey	Linn	Genpave International	May 21, 1993
10,690	NE 181 Ave Interchange	Multnomah	Wildish Standard Paving Co.	June 22, 1993
10,915	Jewell Junction - Osweg Creek	Clatsop	Elting, Inc.	June 22, 1993
11,076	Forest Boundary - Enterprise	Wallowa	Steelman - Duff, Inc.	June 22, 1993
11,121	SW 170th Ave. & SW 198th Ave.	Washington	A Corporation of Washington Fabricators, Inc.	June 22, 1993
11,124	West Fork Dry Creek Bridge	Morrow	Tidewater Contractors, Inc.	June 22, 1993
11,130	Cabin Creek Safety Rest Area(NB)	Douglas	Roseburg Paving Co.	June 22, 1993
11,153	Jordan Creek - Burns Jct. (North Unit)	Malheur	McCafferty - Whittle	June 22, 1993
11,177	1992 District 11 Overlay Projects	Various	Angell Asphalt and Aggregate	June 22, 1993
11,183	Shaniko - South Junction	Wasco	Oregon Asphaltic Paving Co., Inc.	June 22, 1993
11,184	District 13 Recycle Project	Union	Gordon Paving Co., Inc.	June 22, 1993
11,186	Arlington - Cedar Springs Road(North Unit)	Gilliam	Oregon Asphaltic Paving	June 22, 1993
11,189	M.P. 34.62 to M.P. 45.4	Crook	R. L. Coats	June 22, 1993
11,202	Canyon Lane - Walker Road	Washington	Linnco Electric Co.	June 22, 1993
11,236	Rivergate - N. Portland Road (Ptld) Phase 1	Multnomah	Landworks Northwest	June 22, 1993

EXPENDITURE RECAP	Above Projects	FY to Date
Original Authorization	$ 38,996,716.03	$ 265,085,010.90
Anticipated Costs	$ 36,700,990.45	$ 270,860,467.95
Percentage Overrun (Underrun)	-6.26	2.13

Wayne F. Cobine Date 6/24/93

Wayne F. Cobine, Manager Operation Support Services

DA:da DELAUTH

Construction Contracts finaled by Operations Support Section
Overrun/Underruns for Fiscal Year 1993 [July 1]

REGION	Current FY 12 Months to Date		TOTAL	AVE % by REGION	Prior FY Totals		AVE % by REGION
	-	+			-	+	
1	24	20	44	1.21	24	13	1.9
2	22	8	30	6.24	21	4	-3.6
3	17	7	24	-2.53	20	10	1.1
4	17	3	20	0.14	15	3	-1.2
5	18	8	26	-0.60	17	6	3.8
TOTAL	98	46	144	2.16	97	36	1.3

- \- Projects underrunning Origninal Authorization
- \+ Projects overunning Origninal Authorization

This information is based on overrun or underrun of Original Authorization.
Includes Local Government projects administered by ODOT.

11532

6/25/93

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	JUL 21 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, renamed as Region 5 Manager, the following action was taken:

1) On June 3, 1993, abandoned 3 damage claims of less than $5,000. The total abandoned was $904.03. (List of claims with further information in General Files, Salem.)

Dated this 8th day of AUGUST, 1993

Robert T. Reitmajer

Robert Reitmajer
Region 5 Manager

July 26, 1993

731-0314 (10-90)

11533

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	JUL 21 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, renamed as Region 5 Manager, the following action was taken:

1) On January 26, 1993, abandoned one property damage claim on the Old Oregon Trail #6, Route I-84, MP 246.1, Union County. The claim was set up for concrete barrier and pavement damage, but there were no costs relating to these repairs.

Dated this 6/ day of JUNE, 1993

J. X. Wilson
Region 5 Manager

April 27, 1993

731-0314 (10-90)

11534

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	JUL 2 1 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

Jun. 15, 1993

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On June 15, 1993 $9,830,052.84 was distributed to the counties as their share of motor vehicle revenues for the month of May, 1993.

On June 15, 1993 $6,236,180.86 was distributed to the cities for the month of May, 1993.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of June, 1993.

Douglass R. Goldbach, Financial Systems Manager
Oregon Department of Transportation

11535

731-0314A (10-90)

APPORTIONMENT AND POPULATION TO CITIES, COLLECTED APRIL, DIST MAY 1993

	Jun_93_Amt
•••••••••• Receipts ••••••••••	
Motor Transportation Fees -- PUC	13,038,403.31
Motor Vehicles Fuels Tax	23,920,923.94
DMV License Registrations, Operator Fees and HB3446	3,322,502.82
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	0.00
Unitary Assessment Fees	38,321.00
Adjustments - HB3446	0.00
Adjustment-Incorrect Trans Weighmasters Fees	0
Total Receipts	40,320,151.07
•••••••••• Distributions ••••••••••	
Counties	
Motor Transportation Fees -- PUC	3,178,762.73
Motor Vehicles Fuels Tax	5,831,921.26
Motor Vehicle Licenses and Operator Fees	810,026.19
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	0.00
Unitary Assessment Fees	9,342.66
Subtotal - Distribution to Counties	9,830,052.84
Less: DMV Cost Recovery-HB 3446	0.00
Less: Transfer to Special City Allotment	0.00
Less: Adj-Incorrect Trans Weighmastr Fees	0.00
Subtotal - Net Distribution to Counties	9,830,052.84
Cities	
Motor Transportation Fees -- PUC	2,030,079.40
Motor Vehicles Fuels Tax	3,724,487.86
Motor Vehicle Licenses and Operator Fees	517,313.69
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	0.00
Unitary Assessment Fees	5,966.58
Subtotal - Distribution to Cities	6,277,847.53
Less: Transfer to Special City Allotment	-41666.67
Less: Adj-Incorrect Trans Weighmastr Fees	
Subtotal - Net Distribution to Cities	6,236,180.86
Total - Distributions to Cities and Counties	16,066,233.68
Highway Division	
Highway Fund	
Motor Transportation Fees -- PUC	6,711,052.45
Motor Vehicles Fuels Tax	11,172,400.42
Motor Vehicle Licenses and Operator Fees	1,995,162.94
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	0.00
Unitary Assessment Fees	23,011.76
Subtotal - Distribution to Highway Fund	19,901,627.57
Less: Transfer to Special City Allotment	-41666.67
Subtotal - Net Distribution to Highway Fund	19,859,960.90
Modernization Fund	
Motor Transportation Fees -- PUC	1,118,508.74
Motor Vehicles Fuels Tax	3,192,114.41
Subtotal - Distribution to Modernization Fund	4,310,623.15
Special City Allotment Fund	
Transfer from Cities Distribution	41,666.67
Transfer from Counties Distribution	0:00
Transfer from Highway Fund Distribution	41,666.67
Subtotal - Distribution to Small City Allotment Fund	83,333.34
Total - Distributions to Highway Division	24,253,917.39
Total Distributions	40,320,151.07

11536

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO COUNTIES-FISCAL YEAR 1992-93

NAME	Jul_92_Amt	Aug_92_Amt	Sep_92_Amt	Oct_92_Amt	Nov_92_Amt	Dec_92_Amt	Jan_93_Amt	Feb_93_Amt	Mar_93_Amt	Apr_93_Amt	May_93_Amt	Jun_93_Amt
TREASURER, BAKER COUNTY	85,497.75	63,313.88	77,931.15	75,710.88	74,794.18	73,419.34	59,340.54	71,350.50	60,293.32	59,704.48	65,720.66	65,386.9
TREASURER, BENTON COUNTY	272,778.54	202,001.42	248,637.48	241,553.77	238,629.07	234,242.67	189,324.57	227,642.06	194,812.44	192,909.85	212,348.62	211,270.5
TREASURER, CLACKAMAS COUNTY	1,274,404.02	943,737.83	1,161,618.54	1,128,523.90	1,114,859.86	1,094,366.87	884,512.40	1,063,529.28	914,980.67	906,044.70	997,343.27	992,279.6
TREASURER, CLATSOP COUNTY	154,240.45	114,220.09	140,590.08	136,584.65	134,930.90	132,450.65	107,052.07	128,718.39	108,734.86	107,672.93	118,522.71	117,920.9
TREASURER, COLUMBIA COUNTY	200,734.77	148,650.66	182,969.63	177,756.80	175,604.54	172,376.64	139,321.90	167,519.33	142,014.41	140,627.46	154,797.93	154,012.0
TREASURER, COOS COUNTY	298,404.16	220,978.03	271,995.22	264,246.05	261,046.59	256,248.12	207,110.29	249,027.43	210,763.57	208,705.19	229,735.60	228,569.2
TREASURER, CROOK COUNTY	82,886.52	61,380.18	75,551.01	73,398.56	72,509.86	71,177.00	57,528.19	69,171.34	59,554.43	58,972.80	64,915.26	64,585.6
TREASURER, CURRY COUNTY	115,596.75	85,603.17	105,366.37	102,364.47	101,125.06	99,266.21	80,231.04	96,469.04	81,907.29	81,107.36	89,280.23	88,826.9
TREASURER, DESCHUTES COUNTY	440,447.57	326,165.82	401,467.71	390,029.85	385,307.42	378,224.82	305,696.89	367,567.02	321,803.77	318,660.94	350,771.15	348,990.2
TREASURER, DOUGLAS COUNTY	481,753.29	356,754.05	439,117.85	426,607.33	421,442.02	413,695.21	334,365.52	402,037.91	339,277.01	335,963.53	369,817.26	367,939.6
TREASURER, GILLIAM COUNTY	12,527.14	9,276.76	11,418.48	11,093.17	10,958.85	10,757.41	8,694.58	10,454.29	8,772.09	8,686.42	9,561.71	9,513.1
TREASURER, GRANT COUNTY	45,508.23	33,700.33	41,480.73	40,298.94	39,811.00	39,079.21	31,585.43	37,978.02	31,857.93	31,546.79	34,725.64	34,549.3
TREASURER, HARNEY COUNTY	40,518.54	30,005.30	36,932.62	35,880.41	35,445.97	34,794.42	28,122.28	33,813.96	28,148.70	27,873.80	30,682.53	30,526.7
TREASURER, HOOD RIVER COUNTY	92,819.36	68,735.77	84,604.79	82,194.39	81,199.19	79,706.61	64,422.17	77,460.60	65,749.27	65,107.15	71,667.74	71,303.8
TREASURER, JACKSON COUNTY	688,341.11	509,739.09	627,422.53	609,547.19	602,166.86	591,098.03	477,749.79	574,441.79	490,976.77	486,181.75	535,172.38	532,455.2
TREASURER, JEFFERSON COUNTY	71,468.20	52,924.54	65,143.22	63,287.28	62,521.01	61,371.77	49,603.19	59,642.40	51,299.57	50,798.56	55,917.33	55,633.4
TREASURER, JOSEPHINE COUNTY	338,656.07	250,785.89	308,684.82	299,890.35	296,259.31	290,813.57	235,047.51	282,618.89	241,406.77	239,049.11	263,137.16	261,801.1
TREASURER, KLAMATH COUNTY	301,586.73	223,334.83	274,896.14	267,064.32	263,830.73	258,981.08	209,319.18	251,683.39	214,351.62	212,258.19	233,646.62	232,460.3
TREASURER, LAKE COUNTY	42,367.98	31,374.88	38,618.39	37,518.15	37,063.88	36,382.59	29,405.91	35,357.38	30,270.79	29,975.16	32,995.64	32,828.1
TREASURER, LANE COUNTY	1,265,440.34	937,099.93	1,153,448.15	1,120,586.29	1,107,018.36	1,086,669.51	878,291.08	1,056,048.82	889,781.61	881,091.74	969,875.90	964,951.7
TREASURER, LINCOLN COUNTY	190,890.80	141,360.88	173,996.86	169,039.67	166,992.96	163,923.35	132,489.60	159,304.24	136,502.30	135,169.18	148,789.65	148,034.2
TREASURER, LINN COUNTY	442,326.64	327,557.34	403,180.48	391,693.83	386,951.24	379,838.43	307,001.07	369,135.16	312,035.66	308,988.23	340,123.76	338,396.9
TREASURER, MALHEUR COUNTY	145,543.39	107,779.64	132,662.72	128,883.15	127,322.64	124,982.24	101,015.80	121,460.43	102,944.93	101,939.54	112,211.59	111,641.8
TREASURER, MARION COUNTY	1,007,123.04	745,807.53	917,992.08	891,838.38	881,040.10	864,845.11	699,003.46	840,475.10	716,488.57	709,491.12	780,983.76	777,018.6
TREASURER, MORROW COUNTY	46,138.82	34,167.31	42,055.51	40,857.34	40,362.65	39,620.71	32,023.09	38,504.26	32,576.13	32,257.98	35,508.49	35,328.2
TREASURER, MULTNOMAH COUNTY	2,121,928.72	1,571,357.55	1,934,136.82	1,879,033.06	1,858,281.93	1,822,160.37	1,472,745.10	1,770,814.66	1,506,221.69	1,491,511.43	1,641,805.24	1,633,469.6
TREASURER, POLK COUNTY	211,763.73	156,817.97	193,022.52	187,523.29	185,252.78	181,847.52	146,976.66	176,723.34	149,128.43	147,672.00	162,552.33	161,727.0
TREASURER, SHERMAN COUNTY	13,635.96	10,097.88	12,429.17	12,075.07	11,928.86	11,709.59	9,464.17	11,379.63	9,386.85	9,295.17	10,231.81	10,179.8
TREASURER, TILLAMOOK COUNTY	116,104.61	85,979.26	105,829.28	102,814.20	101,569.33	99,702.32	80,583.52	96,892.86	82,007.78	81,206.87	89,389.77	88,935.9
TREASURER, UMATILLA COUNTY	306,297.11	226,823.02	279,189.64	271,235.50	267,951.41	263,026.01	212,588.46	255,614.34	217,041.17	214,921.48	236,579.23	235,377.1
TREASURER, UNION COUNTY	120,235.18	89,038.08	109,594.30	106,471.94	105,182.79	103,249.36	83,450.39	100,339.95	85,122.94	84,291.60	92,785.33	92,314.2
TREASURER, WALLOWA COUNTY	42,617.68	31,559.78	38,845.99	37,739.26	37,282.32	36,597.01	29,579.21	35,565.76	30,681.62	30,381.97	33,443.44	33,273.6
TREASURER, WASCO COUNTY	111,974.04	82,920.43	102,064.27	99,156.45	97,955.87	96,155.28	77,716.66	93,445.77	79,306.40	78,531.87	86,445.22	86,006.3
TREASURER, WASHINGTON COUNTY	1,245,633.92	922,432.62	1,135,394.60	1,103,047.11	1,089,691.52	1,069,661.17	864,544.23	1,039,519.74	894,616.90	885,879.80	975,146.44	970,195.6
TREASURER, WHEELER COUNTY	8,756.32	6,484.33	7,981.39	7,753.98	7,660.11	7,519.29	6,077.41	7,307.41	6,416.51	6,353.84	6,994.10	6,958.5
TREASURER, YAMHILL COUNTY	303,660.48	224,870.51	276,786.36	268,900.68	265,644.86	260,761.87	210,758.49	253,414.00	217,052.99	214,933.19	236,591.16	235,389.9
Total - County Distributions	12,740,607.96	9,434,836.58	11,613,056.90	11,282,199.66	11,145,596.03	10,940,721.36	8,842,741.85	10,632,428.49	9,064,287.76	8,975,763.19	9,880,215.71	9,830,052.8

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO COUNTIES-FISCAL YEAR 1992-93

	Jul_92_Amt	Aug_92_Amt	Sep_92_Amt	Oct_92_Amt	Nov_92_Amt	Dec_92_Amt	Jan_93_Amt	Feb_93_Amt	Mar_93_Amt	Apr_93_Amt	May_93_Amt	Jun_93_Amt	FY_92-93_Amt
	85,497.75	63,313.88	77,931.15	75,710.88	74,794.18	73,419.34	59,340.54	71,350.50	60,293.32	59,704.48	65,720.66	65,386.99	832,463.67
	272,778.54	202,001.42	248,637.48	241,553.77	238,629.07	234,242.67	189,324.57	227,642.06	194,812.44	192,909.85	212,348.62	211,270.50	2,666,150.99
NTY	1,274,404.02	943,737.83	1,161,618.54	1,128,523.90	1,114,859.86	1,094,366.87	884,512.40	1,063,529.28	914,980.67	906,044.70	997,343.27	992,279.66	12,476,201.00
Y	154,240.45	114,220.09	140,590.08	136,584.65	134,930.90	132,450.65	107,052.07	128,718.39	108,734.86	107,672.93	118,522.71	117,920.95	1,501,638.73
TY	200,734.77	148,650.66	182,969.63	177,756.80	175,604.54	172,376.64	139,321.90	167,519.33	142,014.41	140,627.46	154,797.93	154,012.01	1,956,386.08
	298,404.16	220,978.03	271,995.22	264,246.05	261,046.59	256,248.12	207,110.29	249,027.43	210,763.57	208,705.19	229,735.60	228,569.21	2,906,829.46
	82,886.52	61,380.18	75,551.01	73,398.56	72,509.86	71,177.00	57,528.19	69,171.34	59,554.43	58,972.80	64,915.26	64,585.68	811,630.83
	115,596.75	85,603.17	105,366.37	102,364.47	101,125.06	99,266.21	80,231.04	96,469.04	81,907.29	81,107.36	89,280.23	88,826.95	1,127,143.94
NTY	440,447.57	326,165.82	401,467.71	390,029.85	385,307.42	378,224.82	305,696.89	367,567.02	321,803.77	318,660.94	350,771.15	348,990.25	4,335,133.21
Y	481,753.29	356,754.05	439,117.85	426,607.33	421,442.02	413,695.21	334,365.52	402,037.91	339,277.01	335,963.53	369,817.26	367,939.66	4,688,770.64
	12,527.14	9,276.76	11,418.48	11,093.17	10,958.85	10,757.41	8,694.58	10,454.29	8,772.09	8,686.42	9,561.71	9,513.17	121,714.07
	45,508.23	33,700.33	41,480.73	40,298.94	39,811.00	39,079.21	31,585.43	37,978.02	31,857.93	31,546.79	34,725.64	34,549.33	442,121.58
	40,518.54	30,005.30	36,932.62	35,880.41	35,445.97	34,794.42	28,122.28	33,813.96	28,148.70	27,873.80	30,682.53	30,526.75	392,745.28
UNTY	92,819.36	68,735.77	84,604.79	82,194.39	81,199.19	79,706.61	64,422.17	77,460.60	65,749.27	65,107.15	71,667.74	71,303.87	904,970.91
Y	688,341.11	509,739.09	627,422.53	609,547.19	602,166.86	591,098.03	477,749.79	574,441.79	490,976.77	486,181.75	535,172.38	532,455.25	6,725,292.54
NTY	71,468.20	52,924.54	65,143.22	63,287.28	62,521.01	61,371.77	49,603.19	59,642.40	51,299.57	50,798.56	55,917.33	55,633.43	699,610.50
NTY	338,656.07	250,785.89	308,684.82	299,890.35	296,259.31	290,813.57	235,047.51	282,618.89	241,406.77	239,049.11	263,137.16	261,801.18	3,308,150.63
Y	301,586.73	223,334.83	274,896.14	267,064.32	263,830.73	258,981.08	209,319.18	251,683.39	214,351.62	212,258.19	233,646.62	232,460.37	2,943,413.20
	42,367.98	31,374.88	38,618.39	37,518.15	37,063.88	36,382.59	29,405.91	35,357.38	30,270.79	29,975.16	32,995.64	32,828.12	414,158.87
	1,265,440.34	937,099.93	1,153,448.15	1,120,586.29	1,107,018.36	1,086,669.51	878,291.08	1,056,048.82	889,781.61	881,091.74	969,875.90	964,951.73	12,310,303.46
Y	190,890.80	141,360.88	173,996.86	169,039.67	166,992.96	163,923.35	132,489.60	159,304.24	136,502.30	135,169.18	148,789.65	148,034.23	1,866,493.72
	442,326.64	327,557.34	403,180.48	391,693.83	386,951.24	379,838.43	307,001.07	369,135.16	312,035.66	308,988.23	340,123.76	338,396.92	4,307,228.76
TY	145,543.39	107,779.64	132,662.72	128,883.15	127,322.64	124,982.24	101,015.80	121,460.43	102,944.93	101,939.54	112,211.59	111,641.88	1,418,387.95
	1,007,123.04	745,807.53	917,992.08	891,838.38	881,040.10	864,845.11	699,003.46	840,475.10	716,488.57	709,491.12	780,983.76	777,018.63	9,832,106.88
TY	46,138.82	34,167.31	42,055.51	40,857.34	40,362.65	39,620.71	32,023.09	38,504.26	32,576.13	32,257.98	35,508.49	35,328.21	449,400.50
UNTY	2,121,928.72	1,571,357.55	1,934,136.82	1,879,033.06	1,856,281.93	1,822,160.37	1,472,745.10	1,770,814.66	1,506,221.69	1,491,511.43	1,641,805.24	1,633,469.63	20,701,466.20
	211,763.73	156,817.97	193,022.52	187,523.29	185,252.78	181,847.52	146,976.66	176,723.34	149,128.43	147,672.00	162,552.33	161,727.03	2,061,007.60
TY	13,635.96	10,097.88	12,429.17	12,075.07	11,928.86	11,709.59	9,464.17	11,379.63	9,386.85	9,295.17	10,231.81	10,179.86	131,814.02
NTY	116,104.61	85,979.26	105,829.28	102,814.20	101,569.33	99,702.32	80,583.52	96,892.86	82,007.78	81,206.87	89,389.77	88,935.93	1,131,015.73
TY	306,297.11	226,823.02	279,189.64	271,235.50	267,951.41	263,026.01	212,588.46	255,614.34	217,041.17	214,921.48	236,570.23	235,377.15	2,986,643.57
	120,235.18	89,038.08	109,594.30	106,471.94	105,182.79	103,249.36	83,450.39	100,339.95	85,122.94	84,291.60	92,785.33	92,314.25	1,172,076.11
TY	42,617.68	31,559.78	38,845.99	37,739.26	37,282.32	36,597.01	29,579.21	35,565.76	30,681.62	30,381.97	33,443.44	33,273.65	417,567.69
	111,974.04	82,920.43	102,064.27	99,156.45	97,955.87	96,155.28	77,716.66	93,445.77	79,306.40	78,531.87	86,445.22	86,006.33	1,091,678.59
UNTY	1,245,633.92	922,432.62	1,135,394.60	1,103,047.11	1,089,691.52	1,069,661.17	864,544.23	1,039,519.74	894,616.90	885,879.80	975,146.44	970,195.52	12,195,763.57
TY	8,756.32	6,484.33	7,981.39	7,753.98	7,660.11	7,519.29	6,077.41	7,307.41	6,416.51	6,353.84	6,994.10	6,958.59	86,263.28
	303,660.48	224,870.51	276,786.36	268,900.68	265,644.86	260,761.87	210,758.49	253,414.00	217,052.99	214,933.19	236,591.16	235,389.97	2,968,764.56
	12,740,607.96	9,434,836.58	11,613,056.90	11,282,199.66	11,145,596.03	10,940,721.36	8,842,741.85	10,632,428.49	9,064,287.76	8,975,763.18	9,880,215.71	9,830,052.84	124,382,508.32

OREGON STATE HIGHWAY FUND APPORTIONMENT, GROSS RECEIPTS DISTRIBUTION-FISCAL YEAR 1992-93

	Jul 92_Amt	Aug_92_Amt	Sep_92_Amt	Oct_92_amt	Nov_92_amt	Dec_92_Amt	JAN_93_Amt	Feb_93_Amt	Mar 93_Amt	Apr_93_Amt	May_93_Amt	Jun_93_Amt	FY_92_93Amt
--------- Receipts ---------													
Motor Transportation Fees -- PUC	22,661,842.16	12,922,877.44	15,031,424.79	14,336,109.90	13,257,092.22	13,065,889.28	12,543,153.27	16,048,110.19	11,378,819.75	12,661,650.34	12,635,475.07	13,038,403.31	169,580,847.72
Motor Vehicles Fuels Tax	27,511,991.49	21,968,269.26	28,662,694.02	28,865,150.65	28,715,498.11	26,043,924.00	21,215,496.60	21,116,611.30	23,172,443.20	22,233,837.05	26,633,018.70	23,920,923.94	300,060,858.32
DMV License Registrations, Operator Fees and HB3446	1,927,235.26	3,807,936.88	3,939,420.59	3,067,169.14	3,616,839.43	5,740,340.11	2,408,043.69	6,391,537.09	2,599,957.11	1,889,680.45	1,118,949.74	3,322,502.82	39,829,812.31
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	157,372.23	0.00	0.00	0.00	137,156.70	0.00	103,781.61	0.00	0.00	0.00	109,052.77	0.00	507,363.31
Unitary Assessment Fees	0.00	0.00	0.00	8,025.00	19,764.00	25,652.00		55,015.00	27,975.00	30,724.00	29,409.00	38,321.00	234,885.00
Adjustment - HB3446	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Adjustment-Incorrect Trans Weighmasters Fees	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Total Receipts	52,258,441.14	38,699,083.58	47,633,539.40	46,276,454.69	45,747,350.46	44,875,805.39	36,270,475.17	43,611,273.58	37,179,195.06	36,816,091.84	40,525,905.28	40,320,151.07	510,213,766.68
--------- Distributions ---------													
Counties													
Motor Transportation Fees -- PUC	5,524,957.12	3,150,597.52	3,664,661.36	3,495,143.59	3,232,079.08	3,185,463.81	3,058,020.77	3,912,529.26	2,774,156.26	3,086,910.35	3,080,528.82	3,178,762.73	41,343,810.67
Motor Vehicles Fuels Tax	6,707,423.53	5,355,864.05	6,987,964.80	7,037,323.73	7,001,082.24	6,349,508.67	5,172,338.07	5,148,229.83	5,649,441.65	5,420,609.47	6,493,129.96	5,831,921.26	73,154,837.26
Motor Vehicle Licenses and Operator Fees	469,859.96	928,375.01	960,430.74	747,775.84	881,785.45	1,399,494.92	587,081.05	1,558,256.74	633,869.54	460,752.85	272,799.95	810,026.19	9,710,508.24
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	38,367.35	0.00	0.00	0.00	33,438.80	0.00	25,301.96	0.00	0.00	0.00	26,587.07	0.00	123,695.18
Unitary Assessment Fee				1,956.50	4,818.46	6,253.96	0.00	13,412.66	6,820.31	7,490.51	7,169.91	9,342.66	57,264.97
Subtotal - Distribution to Counties	12,740,607.96	9,434,836.58	11,613,056.90	11,282,199.66	11,153,204.03	10,940,721.36	8,842,741.85	10,632,428.49	9,064,287.76	8,975,763.18	9,880,215.71	9,830,052.84	124,390,116.32
Less: DMV Cost Recovery-HB 3446	0.00	0.00	0.00	0.00	-7,608.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-7,608.00
Less: Transfer to Special City Allotment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Less: Adj-Incorrect Trans Weighmastr Fees	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal - Net Distribution to Counties	12,740,607.96	9,434,836.58	11,613,056.90	11,282,199.66	11,145,596.03	10,940,721.36	8,842,741.85	10,632,428.49	9,064,287.76	8,975,763.18	9,880,215.71	9,830,052.84	124,382,508.32
Cities													
Motor Transportation Fees -- PUC	3,528,448.82	2,012,092.02	2,340,392.84	2,232,132.31	2,064,129.27	2,034,358.94	1,952,968.96	2,498,690.76	1,771,682.24	1,971,418.96	1,967,343.47	2,030,079.40	26,403,737.99
Motor Vehicles Fuels Tax	4,283,617.07	3,420,459.52	4,462,781.46	4,494,303.96	4,471,158.76	4,055,038.97	3,303,252.82	3,287,856.38	3,607,949.41	3,461,808.43	4,146,761.01	3,724,487.86	45,719,475.65
Motor Vehicle Licenses and Operator Fees	300,070.53	592,895.77	613,367.79	477,558.24	563,141.90	893,770.96	374,932.40	995,162.32	404,813.32	294,254.39	174,220.47	517,313.69	6,201,501.78
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	24,502.86	0.00	0.00	0.00	21,355.30	0.00	16,158.80	0.00	0.00	0.00	16,979.52	0.00	78,996.48
Unitary Assessment Fees				1,249.49	3,077.25	3,994.02	0.00	8,565.84	4,355.71	4,783.73	4,578.98	5,966.58	36,571.60
Subtotal - Distribution to Cities	8,136,639.28	6,025,447.31	7,416,542.09	7,205,244.00	7,122,862.48	6,987,162.89	5,647,312.98	6,790,275.30	5,788,800.68	5,732,265.51	6,309,883.45	6,277,847.53	79,440,283.50
Less: Transfer to Special City Allotment	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-500,000.04
Less:Adj													0.00
Subtotal - Net Distribution to Cities	8,094,972.61	5,983,780.64	7,374,875.42	7,163,577.32	7,081,195.81	6,945,496.22	5,605,646.32	6,748,608.65	5,747,134.00	5,690,598.84	6,268,216.78	6,236,180.86	78,940,283.47
Total - Distributions to Cities and Counties	20,835,580.57	15,418,617.22	18,987,932.32	18,445,776.98	18,226,791.84	17,886,217.58	14,448,388.15	17,381,037.14	14,811,421.76	14,666,362.02	16,148,432.49	16,066,233.68	203,322,791.79
Highway Division													
Highway Fund													
Motor Transportation Fees -- PUC	11,664,373.90	6,651,589.63	7,738,889.08	7,379,000.57	6,823,614.75	6,725,199.87	6,456,140.18	8,260,191.57	5,856,841.08	6,517,132.31	6,503,659.53	6,711,052.45	87,285,684.92
Motor Vehicles Fuels Tax	12,849,628.47	10,260,402.20	13,387,070.48	13,481,628.97	13,412,199.98	12,163,959.39	9,908,815.56	9,862,630.62	10,822,818.33	10,384,437.12	12,439,099.35	11,172,400.42	140,145,090.88
Motor Vehicle Licenses and Operator Fees	1,157,304.77	2,286,666.10	2,365,622.06	1,841,835.07	2,171,912.08	3,447,074.24	1,446,030.24	3,838,118.02	1,561,274.24	1,134,873.21	671,929.32	1,995,162.94	23,917,802.29
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	94,502.02	0.00	0.00	0.00	82,362.60	0.00	62,320.86	0.00	0.00	0.00	65,486.19	0.00	304,671.67
Unitary Assessment Fees				4,819.01	11,868.28	15,404.03	0.00	33,036.51	16,798.99	18,449.76	17,660.10	23,011.76	141,048.44
Subtotal - Distribution to Highway Fund	25,765,809.16	19,198,657.93	23,489,581.62	22,707,283.62	22,501,957.69	22,351,637.53	17,873,306.83	21,993,976.72	18,257,732.64	18,054,892.40	19,697,834.49	19,901,627.57	251,794,298.20
Less: Transfer to Special City Allotment	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-500,000.04
Subtotal - Net Distribution to Highway Fund	25,724,142.49	19,156,991.26	23,447,914.95	22,665,616.95	22,460,291.02	22,309,970.86	17,831,640.16	21,952,310.05	18,216,065.97	18,013,225.73	19,656,167.82	19,859,960.90	251,294,298.16
Modernization Fund													
Motor Transportation Fees -- PUC	1,944,062.32	1,108,598.27	1,289,481.51	1,229,833.43	1,137,269.12	1,120,866.64	1,076,023.36	1,376,698.59	976,140.18	1,086,188.72	1,083,943.25	1,118,508.74	14,547,614.13
Motor Vehicles Fuels Tax	3,671,322.42	2,931,543.49	3,824,877.28	3,851,893.99	3,832,057.14	3,475,416.97	2,831,090.16	2,817,894.46	3,092,233.81	2,966,982.03	3,554,028.38	3,192,114.41	40,041,454.54
Subtotal - Distribution to Modernization Fund	5,615,384.74	4,040,141.76	5,114,358.79	5,081,727.42	4,969,326.26	4,596,283.61	3,907,113.52	4,194,593.05	4,068,373.99	4,053,170.75	4,637,971.63	4,310,623.15	54,589,068.67
Special City Allotment Fund													
Transfer from Cities Distribution	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	500,000.04
Transfer from Counties Distribution	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfer from Highway Fund Distribution	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	500,000.04
Subtotal - Distribution to Small City Allotment Fund	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	1,000,000.08
Total - Distributions to Highway Division	31,422,860.57	23,280,466.36	28,645,607.08	27,830,677.71	27,512,950.62	26,989,587.81	21,822,087.02	26,230,236.44	22,367,773.30	22,149,729.82	24,377,472.79	24,253,917.39	306,883,366.91
Total Distributions	52,258,441.14	38,699,083.58	47,633,539.40	46,276,454.69	45,739,742.46	44,875,805.39	36,270,475.18	43,611,273.58	37,179,195.06	36,816,091.84	40,525,905.28	40,320,151.07	510,206,158.70

OREGON STATE HIGHWAY FUND APPORTIONMENT, GROSS RECEIPTS DISTRIBUTION-FISCAL YEAR 1992-93

	Jul 92_Amt	Aug_92_Amt	Sep_92_Amt	Oct_92_amt	Nov_92_amt	Dec_92_Amt	JAN_93_Amt	Feb_93_Amt	Mar 93_Amt	Apr_93_Amt	May_93_Amt	Jun_93_Amt	FY_92_93Amt
---- Receipts ---------													
or Transportation Fees -- PUC	22,661,842.16	12,922,877.44	15,031,424.79	14,336,109.90	13,257,092.22	13,065,889.28	12,543,153.27	16,048,110.18	11,378,819.75	12,661,650.34	12,635,475.07	13,038,403.31	169,580,847.72
or Vehicles Fuels Tax	27,511,991.49	21,968,269.26	28,662,694.02	28,865,150.65	28,716,498.11	26,043,924.00	21,215,496.60	21,116,611.30	23,172,443.20	22,233,837.05	26,633,018.70	23,920,923.94	300,060,858.32
V License Registrations, Operator Fees and HB3446	1,927,235.26	3,807,936.88	3,939,420.59	3,067,169.14	3,616,839.43	5,740,340.11	2,408,043.69	6,391,537.09	2,599,957.11	1,889,880.45	1,118,949.74	3,322,502.82	39,829,812.31
s for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d Use Assessment Fees	157,372.23	0.00	0.00	0.00	137,156.70	0.00	103,781.61	0.00	0.00	0.00	109,052.77	0.00	507,363.31
ary Assessment Fees	0.00	0.00	0.00	8,025.00	19,764.00	25,652.00		55,015.00	27,975.00	30,724.00	29,409.00	38,321.00	234,885.00
ustment - HB3446	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ustment-Incorrect Trans Weighmasters Fees	0	0	0	0	0	0	0	0	0	0	0	0	0.00
l Receipts	52,258,441.14	38,699,083.58	47,633,539.40	46,276,454.69	45,747,350.46	44,875,805.39	36,270,475.17	43,611,273.58	37,179,195.06	36,816,091.84	40,525,905.28	40,320,151.07	510,213,766.66
---- Distributions ---------													
unties													
Motor Transportation Fees -- PUC	5,524,957.12	3,150,597.52	3,664,661.36	3,495,143.59	3,232,079.08	3,185,463.81	3,058,020.77	3,912,529.26	2,774,156.26	3,086,910.35	3,080,528.82	3,178,762.73	41,343,810.67
Motor Vehicles Fuels Tax	6,707,423.53	5,355,864.06	6,987,964.80	7,037,323.73	7,001,082.24	6,349,508.67	5,172,338.07	5,148,229.83	5,649,441.65	5,420,609.47	6,493,129.96	5,831,921.26	73,154,837.26
Motor Vehicle Licenses and Operator Fees	469,859.96	928,375.01	960,430.74	747,775.84	881,785.45	1,399,494.92	587,081.05	1,558,256.74	633,869.54	460,752.85	272,799.95	810,026.19	9,710,508.24
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	38,367.35	0.00	0.00	0.00	33,438.80	0.00	25,301.96	0.00	0.00	0.00	26,587.07	0.00	123,695.18
Unitary Assessment Fee				1,956.50	4,818.46	6,253.96	0.00	13,412.66	6,820.31	7,490.51	7,169.91	9,342.66	57,264.97
otal - Distribution to Counties	12,740,607.96	9,434,836.58	11,613,056.90	11,282,199.66	11,153,204.03	10,940,721.36	8,842,741.85	10,632,428.49	9,064,287.76	8,975,763.18	9,880,215.71	9,830,052.84	124,390,116.32
Less: DMV Cost Recovery-HB 3446	0.00	0.00	0.00	0.00	-7,608.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-7,608.00
Less: Transfer to Special City Allotment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Less: Adj-Incorrect Trans Weighmastr Fees	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
otal - Net Distribution to Counties	12,740,607.96	9,434,836.58	11,613,056.90	11,282,199.66	11,145,596.03	10,940,721.36	8,842,741.85	10,632,428.49	9,064,287.76	8,975,763.18	9,880,215.71	9,830,052.84	124,382,508.32
es													
Motor Transportation Fees -- PUC	3,528,448.82	2,012,092.02	2,340,392.84	2,232,132.31	2,064,129.27	2,034,358.94	1,952,968.96	2,498,690.76	1,771,682.24	1,971,418.96	1,967,343.47	2,030,079.40	26,403,737.99
Motor Vehicles Fuels Tax	4,283,617.07	3,420,459.52	4,462,781.46	4,494,303.96	4,471,158.76	4,055,038.97	3,303,252.82	3,287,856.36	3,607,949.41	3,461,808.43	4,146,761.01	3,724,487.86	46,719,475.65
Motor Vehicle Licenses and Operator Fees	300,070.53	592,895.77	613,367.79	477,558.24	563,141.90	893,770.96	374,932.40	995,162.32	404,813.32	294,254.39	174,220.47	517,313.69	6,201,501.78
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	24,502.86	0.00	0.00	0.00	21,355.30	0.00	16,158.80	0.00	0.00	0.00	16,979.52	0.00	78,996.48
Unitary Assessment Fees				1,249.49	3,077.25	3,994.02	0.00	8,565.84	4,355.71	4,783.73	4,578.98	5,966.58	36,571.60
otal - Distribution to Cities	8,136,639.28	6,025,447.31	7,416,542.09	7,205,244.00	7,122,862.48	6,987,162.89	5,647,312.98	6,790,275.30	5,788,800.68	5,732,265.51	6,309,883.45	6,277,847.53	79,440,283.50
Less: Transfer to Special City Allotment	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-500,000.04
Less:Adj													0.00
otal - Net Distribution to Cities	8,094,972.61	5,983,780.64	7,374,875.42	7,163,577.32	7,081,195.81	6,945,496.22	5,605,646.32	6,748,608.65	5,747,134.00	5,690,598.84	6,268,216.78	6,236,180.86	78,940,283.47
al - Distributions to Cities and Counties	20,835,580.57	15,418,617.22	18,987,932.32	18,445,776.98	18,226,791.84	17,886,217.58	14,448,388.15	17,381,037.14	14,811,421.76	14,666,362.02	16,148,432.49	16,066,233.68	203,322,791.79
hway Division													
Highway Fund													
Motor Transportation Fees -- PUC	11,664,373.90	6,651,589.63	7,736,889.08	7,379,000.57	6,823,614.75	6,725,199.87	6,456,140.18	8,260,191.57	5,856,841.08	6,517,132.31	6,503,659.53	6,711,052.45	87,285,684.92
Motor Vehicles Fuels Tax	12,849,628.47	10,260,402.20	13,387,070.48	13,481,628.97	13,412,199.96	12,163,959.39	9,908,815.55	9,862,630.62	10,822,818.33	10,384,437.12	12,439,099.35	11,172,400.42	140,145,090.88
Motor Vehicle Licenses and Operator Fees	1,157,304.77	2,286,666.10	2,365,622.06	1,841,835.07	2,171,912.08	3,447,074.24	1,446,030.24	3,838,118.02	1,561,274.24	1,134,873.21	671,929.32	1,995,162.94	23,917,802.29
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	94,502.02	0.00	0.00	0.00	82,362.60	0.00	62,320.86	0.00	0.00	0.00	65,486.19	0.00	304,671.67
Unitary Assessment Fees				4,819.01	11,868.28	15,404.03	0.00	33,036.51	16,798.99	18,449.76	17,660.10	23,011.76	141,048.44
Subtotal - Distribution to Highway Fund	25,765,809.16	19,198,657.93	23,489,581.62	22,707,283.62	22,501,957.69	22,351,637.53	17,873,306.83	21,993,976.72	18,257,732.64	18,054,892.40	19,697,834.49	19,901,627.57	251,794,298.20
Less: Transfer to Special City Allotment	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-41666.67	-500,000.04
Subtotal - Net Distribution to Highway Fund	25,724,142.49	19,156,991.26	23,447,914.95	22,665,616.95	22,460,291.02	22,309,970.86	17,831,640.16	21,952,310.05	18,216,065.97	18,013,225.73	19,656,167.82	19,859,960.90	251,294,298. 6
Modernization Fund													
Motor Transportation Fees -- PUC	1,944,062.32	1,108,598.27	1,289,481.51	1,229,833.43	1,137,269.12	1,120,866.64	1,076,023.36	1,376,698.59	976,140.18	1,086,188.72	1,083,943.25	1,118,508.74	14,547,614.13
Motor Vehicles Fuels Tax	3,671,322.42	2,931,543.49	3,824,877.28	3,851,893.99	3,832,057.14	3,475,416.97	2,831,090.16	2,817,894.46	3,092,233.81	2,966,982.03	3,554,028.38	3,192,114.41	40,041,454.54
Subtotal - Distribution to Modernization Fund	5,615,384.74	4,040,141.76	5,114,358.79	5,081,727.42	4,969,326.26	4,596,283.61	3,907,113.52	4,194,593.05	4,068,373.99	4,053,170.75	4,637,971.63	4,310,623.15	54,589,068.67
Special City Allotment Fund													
Transfer from Cities Distribution	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	500,000.04
Transfer from Counties Distribution	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfer from Highway Fund Distribution	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	500,000.04
Subtotal - Distribution to Small City Allotment Fund	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	83,333.34	1,000,000.08
al - Distributions to Highway Division	31,422,860.57	23,280,466.36	28,645,607.08	27,830,677.71	27,512,950.62	26,989,587.81	21,822,087.02	26,230,236.44	22,367,773.30	22,149,729.82	24,377,472.79	24,253,917.39	306,883,366.91
al Distributions	52,258,441.14	38,699,083.58	47,633,539.40	46,276,454.69	45,739,742.46	44,875,805.39	36,270,475.18	43,611,273.58	37,179,195.06	36,816,091.84	40,525,905.28	40,320,151.07	510,206,158.70

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1992-93

NAME	Jul_92_Amt	Aug_92_Amt	Sep_92_Amt	Oct_92_Amt	Nov_92_Amt	Dec_92_Amt	Jan_93_Amt	Feb_93_Amt	Mar_93_Amt	Apr_93_Amt	May_93_Amt	Jun_93_Am
CITY OF ADAIR VILLAGE	2,459.61	1,814.83	2,236.74	2,172.42	2,147.44	2,106.28	1,699.96	2,040.60	1,737.81	1,720.69	1,890.53	1,88
CITY OF ADAMS	1,041.45	768.44	947.09	919.85	909.27	891.85	719.80	864.04	735.83	728.58	800.50	79
CITY OF ADRIAN	598.28	441.45	544.07	528.43	522.35	512.34	413.50	496.36	422.71	418.55	459.86	45
CITY OF ALBANY	149,681.46	110,443.18	136,118.75	132,204.42	130,684.06	128,179.72	103,452.67	125,476.79	106,858.37	105,805.23	116,248.97	115,65
CITY OF AMITY	5,185.12	3,825.86	4,715.29	4,579.69	4,527.03	4,440.27	3,583.70	4,301.81	3,663.50	3,627.40	3,985.45	3,96
CITY OF ANTELOPE	155.11	114.45	141.06	137.00	135.42	132.83	107.20	128.69	109.59	108.51	119.22	11
CITY OF ARLINGTON	2,105.07	1,553.24	1,914.33	1,859.28	1,837.90	1,802.68	1,454.92	1,746.46	1,487.32	1,472.66	1,618.02	1,60
CITY OF ASHLAND	75,605.20	55,785.66	68,754.58	66,777.42	66,009.48	64,744.51	52,254.70	62,725.53	53,418.22	52,891.76	58,112.56	57,81
CITY OF ASTORIA	44,317.23	32,699.68	40,301.63	39,142.69	38,692.54	37,951.06	30,629.96	36,767.60	31,311.97	31,003.38	34,063.64	33,88
CITY OF ATHENA	4,453.88	3,286.32	4,050.31	3,933.84	3,888.60	3,814.08	3,078.31	3,695.14	3,146.85	3,115.84	3,423.40	3,40
CITY OF AUMSVILLE	7,511.77	5,542.60	6,831.13	6,634.69	6,558.39	6,432.71	5,191.78	6,232.11	5,307.38	5,255.07	5,773.79	5,74
CITY OF AURORA	2,712.21	2,001.22	2,466.46	2,395.53	2,367.98	2,322.61	1,874.55	2,250.18	1,910.03	1,897.41	2,084.69	2,07
CITY OF BAKER	41,113.10	30,335.50	37,387.82	36,312.67	35,895.07	35,207.20	28,415.41	34,109.30	29,048.11	28,761.83	31,600.84	31,43
CITY OF BANDON	10,348.07	7,635.38	9,410.43	9,139.82	9,034.71	8,861.57	7,152.09	8,585.23	7,311.35	7,239.29	8,148.02	8,10
CITY OF BANKS	2,503.92	1,847.53	2,277.04	2,211.56	2,186.13	2,144.24	1,730.59	2,077.37	1,769.13	1,751.69	1,924.60	1,91
CITY OF BARLOW	531.81	392.40	483.62	469.71	464.31	455.41	367.56	441.21	375.74	372.04	408.76	40
CITY OF BAY CITY	4,520.36	3,335.37	4,110.77	3,992.55	3,946.64	3,871.01	3,124.26	3,750.30	3,193.82	3,162.34	3,474.49	3,45
CITY OF BEAVERTON	253,951.04	187,385.54	230,948.48	224,314.99	221,735.36	217,486.16	175,531.08	210,704.09	179,439.52	177,671.06	195,208.49	194,21
CITY OF BEND	103,359.37	77,547.30	95,575.31	92,983.45	91,914.14	90,152.75	72,761.46	91,415.29	77,850.96	77,083.70	90,166.45	89,70
CITY OF BOARDMAN	6,492.47	4,790.50	5,904.19	5,734.40	5,668.46	5,559.83	4,487.29	5,386.45	4,587.20	4,541.99	4,990.32	4,96
CITY OF BONANZA	1,506.79	1,111.79	1,370.26	1,330.85	1,315.55	1,290.34	1,041.42	1,250.10	1,064.61	1,054.11	1,158.16	1,15
CITY OF BROOKING	20,718.31	15,287.10	18,841.01	18,299.21	18,088.76	17,742.12	14,319.50	17,188.85	14,638.35	14,494.08	16,701.40	16,61
CITY OF BROWNSVILLE	5,694.76	4,201.91	5,178.76	5,029.84	4,971.99	4,876.71	3,935.95	4,724.64	4,023.59	3,983.93	4,377.18	4,35
CITY OF BURNS	12,874.16	9,499.26	11,707.62	11,370.95	11,240.18	11,024.78	8,898.00	10,680.99	9,096.13	9,006.48	9,895.49	9,84
CITY OF BUTTE FALLS	1,174.41	1,340.69	1,652.37	1,604.85	1,586.39	1,555.99	1,255.83	1,507.47	1,283.79	1,271.14	1,396.61	1,38
CITY OF CANBY	41,525.25	30,652.68	37,778.75	36,692.35	36,270.39	35,575.33	28,712.52	35,179.24	29,959.29	29,664.03	32,592.09	32,42
CITY OF CANNON BEACH	5,561.81	4,103.81	5,057.85	4,912.41	4,855.91	4,762.86	3,844.06	4,614.33	3,929.65	3,890.92	4,274.99	4,25
CITY OF CANYON CITY	2,769.83	2,043.73	2,518.85	2,446.42	2,418.28	2,371.94	1,914.37	2,297.98	1,957.00	1,937.71	2,128.98	2,11
CITY OF CANYONVILLE	5,428.86	4,005.71	4,936.95	4,794.98	4,739.84	4,649.01	3,752.17	4,489.32	3,823.19	3,785.51	4,159.17	4,13
CITY OF CARLTON	5,761.24	4,250.96	5,239.21	5,088.55	5,030.03	4,933.64	3,981.89	4,779.79	4,070.56	4,030.44	4,428.20	4,40
CITY OF CASCADE LOCKS	4,320.93	3,188.22	3,929.41	3,816.41	3,772.52	3,700.23	2,986.42	3,584.84	3,052.92	3,022.83	3,321.20	3,30
CITY OF CAVE JUNCTION	5,096.48	3,760.46	4,634.69	4,501.41	4,449.64	4,364.37	3,522.44	4,228.27	3,600.88	3,565.39	4,005.88	3,98
CITY OF CENTRAL POINT	34,190.75	25,227.81	31,092.71	30,198.58	29,851.30	29,279.25	23,631.01	28,366.20	24,157.19	23,919.11	26,280.10	26,15
CITY OF CHILOQUIN	3,035.73	2,239.93	2,760.66	2,681.27	2,650.44	2,599.65	2,098.15	2,518.58	2,144.87	2,123.73	2,333.36	2,32
CITY OF CLATSKANIE	7,910.63	5,836.89	7,193.84	6,986.97	6,906.62	6,774.26	5,467.45	6,563.02	5,589.19	5,534.10	6,080.36	6,04
CITY OF COBURG	3,301.63	2,436.13	3,002.47	2,916.13	2,882.59	2,827.35	2,281.93	2,739.19	2,332.74	2,309.75	2,537.74	2,52
CITY OF COLUMBIA CITY	4,631.15	3,417.12	4,211.52	4,090.41	4,043.37	3,965.89	3,200.83	3,842.21	3,272.10	3,239.85	3,559.65	3,54
CITY OF CONDON	2,769.83	2,043.73	2,518.85	2,802.62	2,770.39	2,717.30	2,193.10	2,632.56	2,241.94	2,219.84	2,438.96	2,42
CITY OF COOS BAY	66,763.91	49,262.07	60,714.40	58,968.46	58,290.32	57,173.28	46,144.03	55,390.39	47,171.49	46,706.59	51,316.87	51,05
CITY OF COQUILLE	18,156.77	13,397.06	16,511.58	16,036.76	15,852.33	15,548.55	12,549.09	15,155.61	12,906.79	12,779.59	14,041.03	13,90
CITY OF CORNELIUS	28,119.28	20,747.95	25,571.38	24,836.03	24,550.42	24,079.95	19,434.71	23,329.04	19,867.45	19,671.64	21,613.38	21,50
CITY OF CORVALLIS	202,884.30	149,699.15	184,500.85	179,195.22	177,134.46	173,739.97	140,223.94	168,322.08	143,346.21	141,933.47	155,948.33	155,14
CITY OF COTTAGE GROVE	33,127.13	24,443.01	30,125.47	29,259.16	28,922.68	28,368.42	22,895.89	27,483.78	23,405.70	23,175.03	25,462.57	25,33
CITY OF COVE	2,326.65	1,716.73	2,115.84	2,054.99	2,031.36	1,992.43	1,608.07	1,930.30	1,643.88	1,627.68	1,788.34	1,77
CITY OF CRESWELL	10,569.66	7,798.87	9,611.94	9,335.53	9,228.17	9,051.33	7,305.24	8,769.07	7,467.91	7,394.31	8,349.00	8,30
CITY OF CULVER	2,636.88	1,945.63	2,397.95	2,328.99	2,302.21	2,258.09	1,822.48	2,187.67	1,863.06	1,844.70	2,026.79	2,01
CITY OF DALLAS	42,367.28	31,260.90	38,528.36	37,420.41	36,990.07	36,281.22	29,282.24	35,149.83	29,934.25	29,639.23	32,564.84	32,39
CITY OF DAYTON	6,780.54	5,003.05	6,166.15	5,988.83	5,919.96	5,806.51	4,686.38	5,625.44	4,790.73	4,743.52	5,211.74	5,18
CITY OF DAYVILLE	620.44	457.80	564.22	548.00	541.70	531.31	428.82	514.75	438.37	434.05	476.59	
CITY OF DEPOE BAY	3,966.39	2,926.62	3,607.00	3,503.27	3,462.98	3,396.62	2,741.38	3,290.70	2,802.42	2,774.80	3,048.70	3,03
CITY OF DETROIT	1,506.79	1,111.79	1,370.26	1,330.85	1,315.55	1,290.34	1,041.42	1,250.10	1,064.61	1,054.11	1,158.16	1,15
CITY OF DONALD	1,595.42	1,177.19	1,450.86	1,409.14	1,392.93	1,366.24	1,102.68	1,323.63	1,127.23	1,116.12	1,226.29	1,22
CITY OF DRAIN	4,608.99	3,400.77	4,191.37	4,070.84	4,024.02	3,946.91	3,185.52	3,823.83	3,256.45	3,224.35	3,542.52	3,52
CITY OF DUFUR	2,370.97	1,749.43	2,156.14	2,094.13	2,070.05	2,030.38	1,638.70	1,967.07	1,675.19	1,658.68	1,822.40	1,81
CITY OF DUNDEE	7,533.93	5,558.95	6,851.28	6,654.26	6,577.73	6,451.68	5,207.09	6,250.49	5,323.04	5,270.57	5,790.82	5,76

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1992-93

Jul_92_Amt	Aug_92_Amt	Sep_92_Amt	Oct_92_Amt	Nov_92_Amt	Dec_92_Amt	Jan_93_Amt	Feb_93_Amt	Mar_93_Amt	Apr_93_Amt	May_93_Amt	Jun_93_Amt	FY_92-93_Amt
2,459.61	1,814.83	2,236.74	2,172.42	2,147.44	2,106.28	1,699.96	2,040.60	1,737.81	1,720.69	1,890.53	1,880.87	23,907.78
1,041.45	768.44	947.09	919.85	909.27	891.85	719.80	864.04	735.83	728.58	800.50	796.40	10,123.10
598.28	441.45	544.07	528.43	522.35	512.34	413.50	496.36	422.71	418.55	459.86	457.51	5,815.41
149,681.46	110,443.18	136,118.75	132,204.42	130,684.06	128,179.72	103,452.67	125,476.79	106,858.37	105,805.23	116,248.97	115,654.84	1,460,808.46
5,185.12	3,825.86	4,715.29	4,579.69	4,527.03	4,440.27	3,583.70	4,301.81	3,663.50	3,627.40	3,985.45	3,965.08	50,400.20
155.11	114.45	141.06	137.00	135.42	132.83	107.20	128.69	109.59	108.51	119.22	118.61	1,507.69
2,105.07	1,553.24	1,914.33	1,859.28	1,837.90	1,802.68	1,454.92	1,746.46	1,487.32	1,472.66	1,618.02	1,609.75	20,461.63
75,605.20	55,785.66	68,754.58	66,777.42	66,009.48	64,744.51	52,254.70	62,725.53	53,418.22	52,891.76	58,112.56	57,815.56	734,895.18
44,317.23	32,699.68	40,301.63	39,142.69	38,692.54	37,951.06	30,629.96	36,767.60	31,311.97	31,003.38	34,063.64	33,889.54	430,770.92
4,453.88	3,286.32	4,050.31	3,933.84	3,888.60	3,814.08	3,078.31	3,695.14	3,146.85	3,115.84	3,423.40	3,405.90	43,292.47
7,511.77	5,542.60	6,831.13	6,634.69	6,558.39	6,432.71	5,191.78	6,232.11	5,307.38	5,255.07	5,773.79	5,744.28	73,015.70
2,712.21	2,001.22	2,466.46	2,395.53	2,367.98	2,322.61	1,874.55	2,250.18	1,910.03	1,897.41	2,084.69	2,074.04	26,356.91
41,113.10	30,335.50	37,387.82	36,312.67	35,895.07	35,207.20	28,415.41	34,109.30	29,048.11	28,761.83	31,600.84	31,439.33	399,626.18
10,348.07	7,635.38	9,410.43	9,139.82	9,034.71	8,861.57	7,152.09	8,585.23	7,311.35	7,239.29	8,148.02	8,106.38	100,972.34
2,503.92	1,847.53	2,277.04	2,211.56	2,186.13	2,144.24	1,730.59	2,077.37	1,769.13	1,751.69	1,924.60	1,914.76	24,338.56
531.81	392.40	483.62	469.71	464.31	455.41	367.56	441.21	375.74	372.04	408.76	406.67	5,169.24
4,520.36	3,335.37	4,110.77	3,992.55	3,946.64	3,871.01	3,124.26	3,750.30	3,193.82	3,162.34	3,474.49	3,456.73	43,938.64
253,951.04	187,385.54	230,948.48	224,314.99	221,735.36	217,486.16	175,531.08	210,704.09	179,439.52	177,671.06	195,208.49	194,210.80	2,468,586.61
108,959.37	77,547.30	95,575.31	92,983.45	91,914.14	90,152.75	72,761.46	91,415.29	77,850.96	77,083.70	90,166.45	89,705.62	1,051,115.80
6,492.47	4,790.50	5,904.19	5,734.40	5,668.46	5,559.83	4,487.29	5,386.45	4,587.20	4,541.99	4,990.32	4,964.82	63,107.92
1,506.79	1,111.79	1,370.26	1,330.85	1,315.55	1,290.34	1,041.42	1,250.10	1,064.61	1,054.11	1,158.16	1,152.24	14,646.22
20,718.31	15,287.10	18,841.01	18,299.21	18,088.76	17,742.12	14,319.50	17,188.85	14,638.35	14,494.08	16,701.40	16,616.04	202,934.73
5,694.76	4,201.91	5,178.76	5,029.84	4,971.99	4,876.71	3,935.95	4,724.64	4,023.59	3,983.93	4,377.18	4,354.81	55,354.07
12,874.16	9,499.26	11,707.62	11,370.95	11,240.18	11,024.78	8,898.00	10,680.99	9,096.13	9,006.48	9,895.49	9,844.91	125,138.95
1,174.41	1,340.69	1,652.37	1,604.85	1,586.39	1,555.99	1,255.83	1,507.47	1,283.79	1,271.14	1,396.61	1,389.47	17,019.01
41,525.25	30,652.68	37,778.75	36,692.35	36,270.39	35,575.33	28,712.52	35,179.24	29,959.29	29,664.03	32,592.09	32,425.51	407,027.43
5,561.81	4,103.81	5,057.85	4,912.41	4,855.91	4,762.86	3,844.06	4,614.33	3,929.65	3,890.92	4,274.99	4,253.14	54,061.74
2,769.83	2,043.73	2,518.85	2,446.42	2,418.28	2,371.94	1,914.37	2,297.98	1,957.00	1,937.71	2,128.98	2,118.10	26,923.19
5,428.86	4,005.71	4,936.95	4,794.98	4,739.84	4,649.01	3,752.17	4,489.32	3,823.19	3,785.51	4,159.17	4,137.91	52,702.62
5,761.24	4,250.96	5,239.21	5,088.55	5,030.03	4,933.64	3,981.89	4,779.79	4,070.56	4,030.44	4,428.20	4,405.64	56,000.15
4,320.93	3,188.22	3,929.41	3,816.41	3,772.52	3,700.23	2,986.42	3,584.84	3,052.92	3,022.83	3,321.20	3,304.23	42,000.16
5,096.48	3,760.46	4,634.69	4,501.41	4,449.64	4,364.37	3,522.44	4,228.27	3,600.88	3,565.39	4,005.88	3,985.41	49,715.32
34,190.75	25,227.81	31,092.71	30,198.58	29,851.30	29,279.25	23,631.01	28,366.20	24,157.19	23,919.11	26,280.10	26,145.74	332,339.75
3,035.73	2,239.93	2,760.66	2,681.27	2,650.44	2,599.65	2,098.15	2,518.58	2,144.87	2,123.73	2,333.36	2,321.43	29,507.80
7,910.63	5,836.89	7,193.84	6,986.97	6,906.62	6,774.26	5,467.45	6,563.02	5,589.19	5,534.10	6,080.36	6,049.28	76,892.61
3,301.63	2,436.13	3,002.47	2,916.13	2,882.59	2,827.35	2,281.93	2,739.19	2,332.74	2,309.75	2,537.74	2,524.77	32,092.42
4,631.15	3,417.12	4,211.52	4,090.41	4,043.37	3,965.89	3,200.83	3,842.21	3,272.10	3,239.85	3,559.65	3,541.46	45,015.56
2,769.83	2,043.73	2,518.85	2,802.62	2,770.39	2,717.30	2,193.10	2,632.56	2,241.94	2,219.84	2,438.96	2,426.49	29,775.61
66,763.91	49,262.07	60,714.40	58,968.46	58,290.32	57,173.28	46,144.03	55,390.39	47,171.49	46,706.59	51,316.87	51,054.60	648,956.41
18,156.77	13,397.06	16,511.58	16,036.76	15,852.33	15,548.55	12,549.09	15,155.61	12,906.79	12,779.59	14,041.03	13,969.27	176,904.43
28,119.28	20,747.95	25,571.38	24,836.03	24,550.42	24,079.95	19,434.71	23,329.04	19,867.45	19,671.64	21,613.38	21,502.92	273,324.15
202,884.30	149,699.15	184,500.85	179,195.22	177,134.46	173,739.97	140,223.94	168,322.08	143,346.21	141,933.47	155,948.33	155,146.33	1,972,069.31
33,127.13	24,443.01	30,125.47	29,259.16	28,922.68	28,368.42	22,895.89	27,483.78	23,405.70	23,175.03	25,462.57	25,332.43	322,001.27
2,326.65	1,716.73	2,115.84	2,054.99	2,031.36	1,992.43	1,608.07	1,930.30	1,643.88	1,627.68	1,788.34	1,779.20	22,615.47
10,569.66	7,798.87	9,611.94	9,335.53	9,228.17	9,051.33	7,305.24	8,769.07	7,467.91	7,394.31	8,349.00	8,306.33	103,187.36
2,636.88	1,945.63	2,397.95	2,328.99	2,302.21	2,258.09	1,822.48	2,187.67	1,863.06	1,844.70	2,026.79	2,016.43	25,630.88
42,367.28	31,260.90	38,528.36	37,420.41	36,990.07	36,281.22	29,282.24	35,149.83	29,934.25	29,639.23	32,564.84	32,398.40	411,817.03
6,780.54	5,003.05	6,166.15	5,988.83	5,919.96	5,806.51	4,686.38	5,625.44	4,790.73	4,743.52	5,211.74	5,185.10	65,907.95
620.44	457.80	564.22	548.00	541.70	531.31	428.82	514.75	438.37	434.05	476.89	474.45	6,030.80
3,966.39	2,926.62	3,607.00	3,503.27	3,462.98	3,396.62	2,741.38	3,290.70	2,802.42	2,774.80	3,048.70	3,033.11	38,553.99
1,506.79	1,111.79	1,370.26	1,330.85	1,315.55	1,290.34	1,041.42	1,250.10	1,064.61	1,054.11	1,158.16	1,152.24	14,646.22
1,595.42	1,177.19	1,450.86	1,409.14	1,392.93	1,366.24	1,102.68	1,323.63	1,127.23	1,116.12	1,226.29	1,220.02	15,507.75
4,608.99	3,400.77	4,191.37	4,070.84	4,024.02	3,946.91	3,185.52	3,823.83	3,256.45	3,224.35	3,542.52	3,524.51	44,800.18
2,370.97	1,749.43	2,156.14	2,094.13	2,070.05	2,030.38	1,638.70	1,967.07	1,675.19	1,658.68	1,822.40	1,813.09	23,046.23
7,533.93	5,558.95	6,851.28	6,654.26	6,577.73	6,451.68	5,207.09	6,250.49	5,323.04	5,270.57	5,790.82	5,761.22	73,231.06

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1992-93

CITY OF DUNES	5,118.64	3,776.81	4,654.84	4,520.98	4,468.99	4,383.35	3,537.76	4,246.66	3,616.53	3,580.89	3,934.35	3,914.24
CITY OF DURHAM	3,412.43	2,517.88	3,103.23	3,013.99	2,979.33	2,922.23	2,358.51	2,831.11	2,411.02	2,387.26	2,622.90	2,609.49
CITY OF EAGLE POINT	13,627.55	10,055.15	12,392.75	12,036.38	11,897.96	11,669.95	9,418.71	11,306.04	9,628.43	9,533.54	10,474.57	10,421.03
CITY OF ECHO	2,215.86	1,634.98	2,015.08	1,957.13	1,934.63	1,897.55	1,531.50	1,838.38	1,565.60	1,550.17	1,703.18	1,694.48
CITY OF ELGIN	7,090.76	5,231.95	6,448.26	6,262.83	6,190.81	6,072.17	4,900.79	5,882.82	5,009.92	4,960.54	5,450.18	5,422.33
CITY OF ELKTON	775.55	572.24	705.28	685.00	677.12	664.14	536.02	643.43	547.96	542.56	596.11	593.07
CITY OF ENTERPRISE	8,508.91	6,278.34	7,737.91	7,515.40	7,428.97	7,286.60	5,880.95	7,059.38	6,011.90	5,952.65	6,540.22	6,506.79
CITY OF ESTACADA	8,974.24	6,621.69	8,161.08	7,926.39	7,835.24	7,685.09	6,202.57	7,445.44	6,340.67	6,278.18	6,897.89	6,862.63
CITY OF EUGENE	519,216.28	383,132.39	472,202.08	458,658.34	453,383.74	444,695.38	358,909.56	435,240.16	370,658.60	367,005.59	403,231.71	401,170.61
CITY OF FAIRVIEW	11,478.16	8,469.22	10,438.12	10,137.96	10,021.37	9,829.33	7,933.16	9,522.81	8,109.80	8,029.88	10,747.08	10,692.15
CITY OF FALLS CITY	3,634.01	2,681.37	3,304.73	3,209.70	3,172.79	3,111.99	2,511.66	3,014.94	2,567.58	2,542.28	2,793.22	2,778.94
CITY OF FLORENCE	23,900.28	17,634.94	21,734.67	21,109.65	20,866.89	20,467.01	16,518.73	19,828.77	16,886.55	16,720.12	18,670.28	18,574.86
CITY OF FOREST GROVE	61,312.89	45,240.01	55,757.30	54,161.73	53,538.87	52,512.89	42,382.67	50,875.33	43,326.38	42,899.38	47,133.85	46,892.96
CITY OF FOSSIL	2,082.91	1,536.89	1,894.18	1,839.71	1,818.55	1,783.70	1,439.61	1,728.08	1,424.69	1,457.16	1,600.99	1,592.89
CITY OF GARIBALDI	4,010.71	2,959.32	3,647.30	3,542.41	3,501.68	3,434.57	2,772.01	3,327.47	2,833.73	2,805.81	3,082.76	3,067.30
CITY OF GASTON	2,548.24	1,880.23	2,317.34	2,250.70	2,224.82	2,182.19	1,761.22	2,114.14	1,800.44	1,782.69	1,958.66	1,948.65
CITY OF GATES	2,215.86	1,634.98	2,015.08	1,957.13	1,934.63	1,897.55	1,531.50	1,838.38	1,565.60	1,550.17	1,703.18	1,694.48
CITY OF GEARHART	4,631.15	3,417.12	4,211.52	4,090.41	4,043.37	3,965.89	3,200.83	3,842.21	3,272.10	3,239.85	3,559.65	3,541.46
CITY OF GERVAIS	4,498.20	3,319.02	4,090.62	3,972.98	3,927.29	3,852.03	3,108.94	3,731.91	3,178.17	3,146.84	3,457.46	3,439.79
CITY OF GLADSTONE	46,178.56	34,073.07	41,994.30	40,786.68	40,317.63	39,545.01	31,916.41	38,311.84	32,627.07	32,305.52	35,494.31	35,312.40
CITY OF GLENDALE	3,168.68	2,338.03	2,881.57	2,798.70	2,766.52	2,713.50	2,190.04	2,628.88	2,238.81	2,216.74	2,435.55	2,423.10
CITY OF GOLD BEACH	7,112.92	5,248.30	6,468.41	6,282.40	6,210.15	6,091.15	4,916.11	5,901.20	5,025.57	4,976.04	5,467.21	5,439.27
CITY OF GOLD HILL	4,586.83	3,384.42	4,171.22	4,051.27	4,004.68	3,927.94	3,170.20	3,805.45	3,240.79	3,208.85	3,525.59	3,507.57
CITY OF GRANITE	44.32	32.70	40.30	39.14	38.69	37.95	30.63	36.77	31.31	31.00	34.06	33.89
CITY OF GRANTS PASS	78,818.20	58,156.39	71,676.44	69,615.27	68,814.69	67,495.97	54,475.38	65,391.18	55,688.34	55,139.51	60,582.18	60,272.55
CITY OF GRASS VALLEY	709.08	523.19	644.83	626.28	619.08	607.22	490.08	588.28	500.99	496.05	545.02	542.23
CITY OF GRESHAM	315,649.50	232,903.50	287,048.34	278,793.78	275,587.64	270,306.45	218,161.86	261,877.24	223,019.52	220,821.56	242,618.26	241,378.27
CITY OF HAINES	1,817.01	1,340.69	1,652.37	1,604.85	1,586.39	1,555.99	1,255.83	1,507.47	1,283.79	1,271.14	1,396.61	1,389.47
CITY OF HALFWAY	1,404.86	1,036.58	1,277.56	1,240.82	1,226.55	1,203.05	970.97	1,165.53	986.33	982.81	1,079.82	1,074.30
CITY OF HALSEY	2,969.25	2,190.88	2,700.21	2,622.56	2,592.40	2,542.72	2,052.21	2,463.43	2,097.90	2,077.23	2,282.26	2,270.60
CITY OF HAMMOND	2,703.35	1,994.68	2,458.40	2,387.70	2,360.25	2,315.01	1,868.43	2,242.82	1,910.03	1,891.21	2,077.88	2,067.26
CITY OF HAPPY VALLEY	7,312.34	5,395.45	6,649.77	6,458.54	6,384.27	6,261.93	5,053.94	6,066.65	5,166.48	5,115.56	5,620.50	5,591.71
CITY OF HARRISBURG	8,619.70	6,360.09	7,838.67	7,613.25	7,525.70	7,381.48	5,957.53	7,151.30	6,090.18	6,030.16	6,625.38	6,591.58
CITY OF HELIX	709.08	523.19	644.83	626.28	619.08	607.22	490.08	588.28	500.99	496.05	545.02	542.23
CITY OF HEPPNER	6,248.73	4,610.66	5,682.53	5,519.12	5,455.65	5,351.10	4,318.82	5,184.23	4,414.99	4,371.48	4,802.97	4,778.46
CITY OF HERMISTON	44,893.36	33,124.78	40,825.55	39,651.54	39,195.55	38,444.43	31,028.14	37,245.58	31,719.03	31,406.42	34,584.81	34,408.09
CITY OF HILLSBORO	175,270.23	129,516.91	159,626.69	155,052.01	153,268.90	150,331.75	121,331.38	148,522.72	126,484.71	125,238.15	137,623.91	136,920.52
CITY OF HINES	6,315.21	4,659.71	5,742.98	5,577.83	5,513.69	5,408.03	4,364.77	5,239.38	4,461.96	4,417.98	4,854.07	4,829.26
CITY OF HOOD RIVER	20,895.58	15,417.90	19,002.22	18,455.78	18,243.53	17,893.93	14,442.02	17,335.92	14,763.59	14,618.09	16,061.00	15,978.94
CITY OF HUBBARD	8,398.12	6,196.59	7,637.16	7,417.54	7,332.24	7,191.73	5,804.38	6,967.46	5,933.62	5,875.14	6,455.06	6,422.02
CITY OF HUNTINGTON	2,393.13	1,765.78	2,176.29	2,113.71	2,089.40	2,049.36	1,654.02	1,985.45	1,690.85	1,674.18	1,839.44	1,830.04
CITY OF IDANHA	1,263.04	931.94	1,148.60	1,115.57	1,102.74	1,081.61	872.95	1,047.88	892.39	883.60	970.81	965.84
CITY OF IMBLER	1,329.52	980.99	1,209.05	1,174.28	1,160.78	1,138.53	918.90	1,103.03	939.36	930.10	1,021.91	1,016.65
CITY OF INDEPENDENCE	19,543.90	14,423.83	17,777.05	17,265.84	17,067.28	16,740.21	13,510.87	16,218.19	13,811.71	13,675.59	15,025.47	14,948.66
CITY OF IONE	1,130.09	833.84	1,027.69	998.14	986.66	967.75	781.06	937.57	798.46	790.59	868.62	864.16
CITY OF IRRIGON	3,634.01	2,691.18	3,316.82	3,221.44	3,184.40	3,123.37	2,520.85	3,025.97	2,576.98	2,551.58	2,803.44	2,789.96
CITY OF ISLAND CITY	3,323.79	2,452.48	3,022.62	2,935.70	2,901.94	2,846.33	2,297.25	2,757.57	2,348.40	2,325.25	2,554.77	2,541.76
CITY OF JACKSONVILLE	8,664.02	6,392.79	7,878.97	7,652.40	7,564.39	7,419.43	5,988.16	7,188.07	6,121.49	6,061.16	6,659.44	6,625.43
CITY OF JEFFERSON	8,043.58	5,934.99	7,314.75	7,104.40	7,022.70	6,888.12	5,559.34	6,673.32	5,683.12	5,627.11	6,182.55	6,150.99
CITY OF JOHN DAY	8,265.16	6,098.49	7,516.25	7,300.11	7,216.16	7,077.87	5,712.49	6,857.16	5,839.68	5,782.13	6,352.67	6,320.[illegible]
CITY OF JOHNSON CITY	2,703.35	1,994.68	2,458.40	2,387.70	2,360.25	2,315.01	1,868.43	2,242.82	1,910.03	1,891.21	2,077.88	2,067.26
CITY OF JORDAN VALLEY	1,639.74	1,209.89	1,491.16	1,448.28	1,431.62	1,404.19	1,133.31	1,360.40	1,158.54	1,147.13	1,260.35	1,253.99
CITY OF JOSEPH	4,817.28	3,554.46	4,380.79	4,254.81	4,205.88	4,125.28	3,329.48	3,996.64	3,403.61	3,370.07	3,743.59	3,724.49
CITY OF JUNCTION CITY	16,361.92	12,072.72	14,879.36	14,451.48	14,285.29	14,011.53	11,308.58	13,574.60	11,560.38	11,446.45	12,576.29	12,512.30
CITY OF KEIZER	100,998.98	74,522.58	91,847.41	89,206.18	88,180.31	86,490.47	69,805.67	83,793.36	71,359.98	70,656.70	77,631.03	77,234.25
CITY OF KING CITY	9,129.35	6,736.13	8,302.14	8,063.39	7,970.66	7,817.92	6,309.77	7,574.13	6,450.27	6,386.70	7,017.11	6,981.25

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1992-93

	5,118.64	3,776.81	4,654.84	4,520.98	4,468.99	4,383.35	3,537.76	4,246.66	3,616.53	3,580.89	3,934.35	3,914.24	49,754.04
	3,412.43	2,517.88	3,103.23	3,013.99	2,979.33	2,922.23	2,358.51	2,831.11	2,411.02	2,387.26	2,622.90	2,609.49	33,169.38
CINT	13,627.55	10,055.15	12,392.75	12,036.38	11,897.96	11,669.95	9,418.71	11,306.04	9,628.43	9,533.54	10,474.57	10,421.03	132,462.06
	2,215.86	1,634.98	2,015.08	1,957.13	1,934.63	1,897.55	1,531.50	1,838.38	1,565.60	1,550.17	1,703.18	1,694.48	21,538.54
	7,090.76	5,231.95	6,448.26	6,262.83	6,190.81	6,072.17	4,900.79	5,882.82	5,009.92	4,960.54	5,450.18	5,422.33	68,923.36
	775.55	572.24	705.26	685.00	677.12	664.14	536.02	643.43	547.96	542.56	596.11	593.07	7,538.48
ISE	8,508.91	6,278.34	7,737.91	7,515.40	7,428.97	7,286.60	5,880.95	7,059.38	6,011.90	5,952.65	6,540.22	6,506.79	82,708.02
A	8,974.24	6,621.69	8,161.08	7,926.39	7,835.24	7,685.09	6,202.57	7,445.44	6,340.67	6,278.18	6,897.89	6,862.63	87,231.11
	519,216.28	383,132.39	472,202.08	458,658.34	453,383.74	444,695.38	358,909.56	435,240.16	370,658.60	367,005.59	403,231.71	401,170.81	5,067,504.64
	11,478.16	8,469.22	10,438.12	10,137.96	10,021.37	9,829.33	7,933.16	9,522.81	8,109.80	8,029.88	10,747.08	10,692.15	115,409.04
TY	3,634.01	2,681.37	3,304.73	3,209.70	3,172.79	3,111.99	2,511.66	3,014.94	2,567.58	2,542.28	2,793.22	2,778.94	35,323.21
E	23,900.28	17,634.94	21,734.67	21,109.65	20,866.89	20,467.01	16,518.73	19,828.77	16,886.55	16,720.12	18,670.28	18,574.86	232,912.75
GROVE	61,312.89	45,240.01	55,757.30	54,161.73	53,538.87	52,512.89	42,382.67	50,875.33	43,326.38	42,899.38	47,133.85	46,892.96	596,034.26
	2,082.91	1,536.89	1,894.18	1,839.71	1,818.55	1,783.70	1,439.61	1,728.08	1,424.69	1,457.16	1,600.99	1,592.89	20,199.36
DI	4,010.71	2,959.32	3,647.30	3,542.41	3,501.68	3,434.57	2,772.01	3,327.47	2,833.73	2,805.81	3,082.76	3,067.00	38,984.77
	2,548.24	1,880.23	2,317.34	2,250.70	2,224.82	2,182.19	1,761.22	2,114.14	1,800.44	1,782.69	1,958.66	1,948.65	24,769.32
	2,215.86	1,634.98	2,015.08	1,957.13	1,934.63	1,897.55	1,531.50	1,838.38	1,565.60	1,550.17	1,703.18	1,694.48	21,538.54
RT	4,631.15	3,417.12	4,211.52	4,090.41	4,043.37	3,965.89	3,200.83	3,842.21	3,272.10	3,239.85	3,559.65	3,541.46	45,015.56
	4,498.20	3,319.02	4,090.62	3,972.98	3,927.29	3,852.03	3,108.94	3,731.91	3,178.17	3,146.84	3,457.46	3,439.79	43,723.25
ONE	46,178.56	34,073.07	41,994.30	40,786.68	40,317.63	39,545.01	31,916.41	38,311.84	32,627.07	32,305.52	35,494.31	35,312.90	448,863.30
E	3,168.68	2,338.03	2,881.57	2,798.70	2,766.52	2,713.50	2,190.04	2,628.88	2,238.81	2,216.74	2,435.55	2,423.10	30,800.12
ACH	7,112.92	5,248.30	6,468.41	6,282.40	6,210.15	6,091.15	4,916.11	5,901.20	5,025.57	4,976.04	5,467.21	5,439.27	69,138.73
L	4,586.83	3,384.42	4,171.22	4,051.27	4,004.68	3,927.94	3,170.20	3,805.45	3,240.79	3,208.85	3,525.59	3,507.57	44,584.81
	44.32	32.70	40.30	39.14	38.69	37.95	30.63	36.77	31.31	31.00	34.06	33.89	430.76
PASS	78,818.20	58,156.39	71,676.44	69,615.27	68,814.69	67,495.97	54,475.38	65,391.18	55,688.34	55,139.51	60,582.18	60,272.55	766,126.10
ALLEY	709.08	523.19	644.83	626.28	619.08	607.22	490.08	588.28	500.99	496.05	545.02	542.23	6,892.33
M	315,649.50	232,903.50	287,048.34	278,793.78	275,587.64	270,306.45	218,161.86	261,877.24	223,019.52	220,821.56	242,618.26	241,378.27	3,068,165.92
	1,817.01	1,340.69	1,652.37	1,604.85	1,586.39	1,555.99	1,255.83	1,507.47	1,283.79	1,271.14	1,396.61	1,389.47	17,661.51
Y	1,404.86	1,036.58	1,277.56	1,240.82	1,226.55	1,203.05	970.97	1,165.53	986.33	982.81	1,079.82	1,074.30	13,649.18
	2,969.25	2,190.88	2,700.21	2,622.56	2,592.40	2,542.72	2,052.21	2,463.43	2,097.90	2,077.23	2,282.26	2,270.60	28,861.65
D	2,703.35	1,994.68	2,458.40	2,387.70	2,360.25	2,315.01	1,868.43	2,242.82	1,910.03	1,891.21	2,077.88	2,067.26	26,277.02
ALLEY	7,312.34	5,395.45	6,649.77	6,458.54	6,384.27	6,261.93	5,053.94	6,066.65	5,166.48	5,115.56	5,620.50	5,591.77	71,077.20
URG	8,619.70	6,360.09	7,838.67	7,613.25	7,525.70	7,381.48	5,957.53	7,151.30	6,090.18	6,030.16	6,625.38	6,591.52	83,784.96
	709.08	523.19	644.83	626.28	619.08	607.22	490.08	588.28	500.99	496.05	545.02	542.23	6,892.33
R	6,248.73	4,610.66	5,682.53	5,519.12	5,455.65	5,351.10	4,318.82	5,184.23	4,414.99	4,371.48	4,802.97	4,778.43	60,738.71
ON	44,893.36	33,124.78	40,825.55	39,651.54	39,195.55	38,444.43	31,028.14	37,245.58	31,719.03	31,406.42	34,584.81	34,408.05	436,527.24
RO	175,270.23	129,516.91	159,626.69	155,052.01	153,268.90	150,331.75	121,331.38	148,522.72	126,484.71	125,238.15	137,623.91	136,920.53	1,719,187.89
	6,315.21	4,659.71	5,742.98	5,577.83	5,513.69	5,408.03	4,364.77	5,239.38	4,461.96	4,417.98	4,854.07	4,829.26	61,384.87
VER	20,895.58	15,417.90	19,002.22	18,455.78	18,243.53	17,893.93	14,442.02	17,335.92	14,763.59	14,618.09	16,061.00	15,978.92	203,108.48
D	8,398.12	6,196.59	7,637.16	7,417.54	7,332.24	7,191.73	5,804.38	6,967.46	5,933.62	5,875.14	6,455.06	6,422.07	81,631.11
TON	2,393.13	1,765.78	2,176.29	2,113.71	2,089.40	2,049.36	1,654.02	1,985.45	1,690.85	1,674.18	1,839.44	1,830.04	23,261.65
	1,263.04	931.94	1,148.60	1,115.57	1,102.74	1,081.61	872.95	1,047.88	892.39	883.60	970.81	965.85	12,276.98
	1,329.52	980.99	1,209.05	1,174.28	1,160.78	1,138.53	918.90	1,103.03	939.36	930.10	1,021.91	1,016.69	12,923.14
DENCE	19,543.90	14,423.83	17,777.05	17,265.84	17,067.28	16,740.21	13,510.87	16,218.19	13,811.71	13,675.59	15,025.47	14,948.68	190,008.62
	1,130.09	833.84	1,027.69	998.14	986.66	967.75	781.06	937.57	798.46	790.59	868.62	864.18	10,984.65
	3,634.01	2,691.18	3,316.82	3,221.44	3,184.40	3,123.37	2,520.85	3,025.97	2,576.98	2,551.58	2,803.44	2,789.11	35,439.15
ITY	3,323.79	2,452.48	3,022.62	2,935.70	2,901.94	2,846.33	2,297.25	2,757.57	2,348.40	2,325.25	2,554.77	2,541.72	32,307.82
VILLE	8,664.02	6,392.79	7,878.97	7,652.40	7,564.39	7,419.43	5,988.16	7,188.07	6,121.49	6,061.16	6,659.44	6,625.41	84,215.73
ON	8,043.58	5,934.99	7,314.75	7,104.40	7,022.70	6,888.12	5,559.34	6,673.32	5,683.12	5,627.11	6,182.55	6,150.95	78,184.93
Y	8,265.16	6,098.49	7,516.25	7,300.11	7,216.16	7,077.87	5,712.49	6,857.16	5,839.68	5,782.13	6,352.67	6,320.40	80,338.77
LCITY	2,703.35	1,994.68	2,458.40	2,387.70	2,360.25	2,315.01	1,868.43	2,242.82	1,910.03	1,891.21	2,077.88	2,067.26	26,277.02
VALLEY	1,639.74	1,209.89	1,491.16	1,448.28	1,431.62	1,404.19	1,133.31	1,360.40	1,158.54	1,147.13	1,260.35	1,253.91	15,938.52
	4,817.28	3,554.46	4,380.79	4,254.81	4,205.88	4,125.28	3,329.48	3,996.64	3,403.61	3,370.07	3,743.59	3,724.46	46,906.35
N CITY	16,361.92	12,072.72	14,879.36	14,451.48	14,285.29	14,011.53	11,308.58	13,574.60	11,560.38	11,446.45	12,576.29	12,512.02	159,040.62
	100,998.98	74,522.58	91,847.41	89,206.18	88,180.31	86,490.47	69,805.67	83,793.36	71,359.98	70,656.70	77,631.03	77,234.27	981,726.94
Y	9,129.35	6,736.13	8,302.14	8,063.39	7,970.66	7,817.92	6,309.77	7,574.13	6,450.27	6,386.70	7,017.11	6,981.25	88,738.82

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1992-93

CITY OF KLAMATH FALLS	79,726.70	58,826.73	72,502.63	70,417.69	69,607.88	68,273.96	55,103.29	66,144.91	56,330.24	55,775.08	61,280.48	60,967.2
CITY OF LA GRANDE	52,471.60	38,716.43	47,717.13	46,344.94	45,811.97	44,934.06	36,265.87	43,532.84	37,073.38	36,708.00	40,331.35	40,125.2
CITY OF LAFAYETTE	5,739.08	4,234.61	5,219.06	5,068.98	5,010.68	4,914.66	3,966.58	4,761.40	4,054.90	4,014.94	4,411.24	4,388.7
CITY OF LAKE OSWEGO	139,825.30	103,170.77	127,155.66	123,514.75	122,094.32	119,754.58	96,652.82	116,020.17	98,804.93	97,831.16	107,487.81	106,938.4
CITY OF LAKESIDE	6,226.57	4,594.31	5,662.38	5,499.55	5,436.30	5,332.12	4,303.51	5,165.85	4,399.33	4,355.97	4,785.94	4,761.4
CITY OF LAKEVIEW	11,278.74	8,322.07	10,256.76	9,961.81	9,847.25	9,658.55	7,795.32	9,357.35	7,968.90	7,890.36	8,669.20	8,624.8
CITY OF LEBANON	49,081.34	36,214.90	44,634.05	43,350.52	42,851.99	42,030.80	33,922.68	40,720.12	34,678.01	34,336.24	37,725.48	37,532.6
CITY OF LEXINGTON	1,263.04	931.94	1,148.60	1,115.57	1,102.74	1,081.61	872.95	1,047.88	892.39	883.60	970.81	965.8
CITY OF LINCOLN CITY	26,701.13	19,701.56	24,281.73	23,583.47	23,312.26	22,865.52	18,454.55	22,152.48	18,865.46	18,679.54	20,523.34	20,418.4
CITY OF LONEROCK	44.32	32.70	40.30	39.14	38.69	37.95	30.63	36.77	31.31	31.00	34.06	33.8
CITY OF LONG CREEK	1,085.77	801.14	987.39	959.00	947.97	929.80	750.43	900.81	767.14	759.58	834.56	830.2
CITY OF LOSTINE	1,019.30	752.09	926.94	900.28	889.93	872.87	704.49	845.65	720.18	713.08	783.46	779.4
CITY OF LOWELL	3,478.90	2,566.93	3,163.68	3,072.70	3,037.36	2,979.16	2,404.45	2,886.26	2,457.99	2,433.77	2,674.00	2,660.3
CITY OF LYONS	4,232.30	3,122.82	3,848.81	3,738.13	3,695.14	3,624.33	2,925.16	3,511.31	2,990.29	2,960.82	3,253.08	3,236.4
CITY OF MADRAS	15,821.25	11,673.79	14,387.68	13,973.94	13,813.24	13,548.53	10,934.89	13,126.03	11,178.37	11,068.21	12,160.72	12,098.5
CITY OF MALIN	3,213.00	2,370.73	2,921.87	2,837.84	2,805.21	2,751.45	2,220.67	2,665.65	2,270.12	2,247.74	2,469.61	2,456.9
CITY OF MANZANITA	2,548.24	1,880.23	2,317.34	2,250.70	2,224.82	2,182.19	1,761.22	2,114.14	1,800.44	1,782.69	1,958.66	1,948.6
CITY OF MAUPIN	2,038.59	1,504.19	1,853.87	1,800.56	1,779.86	1,745.75	1,408.98	1,691.31	1,440.35	1,426.16	1,566.93	1,558.9
CITY OF MAYWOOD PARK	3,456.74	2,550.58	3,143.53	3,053.13	3,018.02	2,960.18	2,389.14	2,867.87	2,442.33	2,418.26	2,656.96	2,643.3
CITY OF MCMINNVILLE	82,496.53	60,870.46	75,021.48	72,864.11	72,026.17	70,645.90	57,017.66	68,442.89	58,287.24	57,712.79	63,409.46	63,085.3
CITY OF MEDFORD	217,376.03	160,405.03	197,695.60	192,010.53	189,802.40	186,165.15	150,252.18	180,359.79	153,597.75	152,083.97	167,095.77	166,241.7
CITY OF MERRILL	3,678.33	2,714.07	3,345.04	3,248.84	3,211.48	3,149.94	2,542.29	3,051.71	2,598.89	2,573.28	2,827.28	2,812.8
CITY OF METOLIUS	2,038.59	1,504.19	1,853.87	1,800.56	1,779.86	1,745.75	1,408.98	1,691.31	1,440.35	1,426.16	1,566.93	1,558.9
CITY OF MILL CITY	6,935.65	5,117.50	6,307.20	6,125.83	6,055.38	5,939.34	4,793.59	5,754.13	4,900.32	4,852.03	5,330.96	5,303.7
CITY OF MILLERSBURG	3,168.68	2,338.03	2,881.57	2,798.70	2,766.52	2,713.50	2,190.04	2,628.88	2,238.81	2,216.74	2,435.55	2,423.1
CITY OF MILTON-FREEWATER	24,729.02	18,246.42	22,488.31	21,841.62	21,590.44	21,176.69	17,091.52	20,516.32	17,472.08	17,299.89	19,184.64	19,086.5
CITY OF MILWAUKIE	86,197.02	63,600.89	78,386.67	76,132.52	75,257.00	73,814.82	59,575.26	71,512.98	60,901.79	60,301.57	66,686.38	66,345.5
CITY OF MITCHELL	731.23	539.54	664.98	645.85	638.43	626.19	505.39	606.67	516.65	511.56	562.05	559.1
CITY OF MOLALLA	16,175.79	11,935.38	14,710.09	14,287.08	14,122.78	13,852.14	11,179.93	13,420.17	11,428.87	11,316.23	12,433.23	12,369.6
CITY OF MONMOUTH	28,894.84	21,320.19	26,276.66	25,521.03	25,227.54	24,744.09	19,970.73	23,972.48	20,415.41	20,214.20	22,209.49	22,095.9
CITY OF MONROE	2,060.75	1,520.54	1,874.03	1,820.13	1,799.20	1,764.72	1,424.29	1,709.69	1,456.01	1,441.66	1,583.98	1,575.8
CITY OF MONUMENT	686.92	506.85	624.68	606.71	599.73	588.24	474.76	569.90	485.34	480.55	527.99	525.2
CITY OF MORO	1,263.04	931.94	1,148.60	1,115.57	1,102.74	1,081.61	872.95	1,047.88	892.39	883.60	970.81	965.6
CITY OF MOSIER	1,130.09	833.84	1,027.69	998.14	986.66	967.75	781.06	937.57	798.46	790.59	868.62	864.4
CITY OF MT ANGEL	12,586.09	9,286.71	11,445.66	11,116.52	10,988.68	10,778.10	8,698.91	10,442.00	8,892.60	8,804.96	9,674.07	9,624.6
CITY OF MT VERNON	2,393.13	1,765.78	2,176.29	2,113.71	2,089.40	2,049.36	1,654.02	1,985.45	1,690.85	1,674.18	1,839.44	1,830.2
CITY OF MYRTLE CREEK	13,751.64	10,146.71	12,505.60	12,169.46	12,029.51	11,798.99	9,522.85	11,386.93	9,697.32	9,601.75	10,549.51	10,495.5
CITY OF MYRTLE POINT	11,877.02	8,763.52	10,800.84	10,490.24	10,369.60	10,170.89	8,208.83	9,853.72	8,391.61	8,308.91	9,129.05	9,082.4
CITY OF NEHALEM	1,041.45	768.44	947.09	919.85	909.27	891.85	719.80	864.04	735.83	728.58	800.50	796.4
CITY OF NEWBERG	59,806.11	44,128.22	54,387.05	52,823.05	52,215.59	51,214.96	41,335.12	49,617.88	42,255.51	41,839.06	45,968.88	45,733.9
CITY OF NEWPORT	37,846.92	27,925.53	34,417.59	33,427.85	33,043.43	32,410.21	26,157.98	31,399.53	26,740.42	26,476.89	29,090.35	28,941.6
CITY OF NORTH BEND	43,120.67	31,816.79	39,213.48	38,085.83	37,647.84	36,926.38	29,802.95	35,774.88	30,466.55	30,166.29	33,143.92	32,974.5
CITY OF NORTH PLAINS	4,520.36	3,335.37	4,110.77	3,992.55	3,946.64	3,871.01	3,124.26	3,750.30	3,193.82	3,162.34	3,474.43	3,456.7
CITY OF NORTH POWDER	2,038.59	1,504.19	1,853.87	1,800.56	1,779.86	1,745.75	1,408.98	1,691.31	1,440.35	1,426.16	1,566.93	1,558.9
CITY OF NYSSA	11,655.43	8,600.02	10,599.33	10,294.53	10,176.14	9,981.13	8,055.68	9,669.88	8,235.05	8,153.89	8,958.74	8,912.9
CITY OF OAKLAND	3,766.96	2,779.47	3,425.64	3,327.13	3,288.87	3,225.84	2,603.55	3,125.25	2,661.52	2,635.29	2,895.41	2,880.6
CITY OF OAKRIDGE	13,747.21	10,143.44	12,501.56	12,142.06	12,002.43	11,772.42	9,501.41	11,405.31	9,712.97	9,617.25	10,566.54	10,512.5
CITY OF ONTARIO	41,968.42	30,966.60	38,165.64	37,099.44	36,672.79	35,970.02	29,031.07	34,848.33	29,677.49	29,385.00	32,285.52	32,120.5
CITY OF OREGON CITY	74,275.68	54,804.67	67,545.50	65,603.14	64,848.70	63,605.98	51,335.81	61,622.50	52,478.77	51,961.66	57,090.66	56,798.8
CITY OF PAISLEY	1,506.79	1,111.79	1,370.26	1,330.85	1,315.55	1,290.34	1,041.42	1,250.10	1,064.61	1,054.11	1,158.16	1,152
CITY OF PENDLETON	68,425.81	50,488.31	62,225.71	60,436.31	59,741.29	58,596.44	47,292.65	56,769.18	48,345.69	47,869.22	52,594.26	52,325.4
CITY OF PHILOMATH	13,472.44	9,940.70	12,251.69	11,899.38	11,762.53	11,537.12	9,311.51	11,177.35	9,518.84	9,425.03	10,355.35	10,302.4
CITY OF PHOENIX	14,469.58	10,676.45	13,158.48	12,838.80	12,691.15	12,447.95	10,046.63	11,765.63	10,019.83	9,921.08	10,900.36	10,844.6
CITY OF PILOT ROCK	6,647.59	4,904.95	6,045.24	5,890.97	5,823.23	5,711.64	4,609.81	5,522.49	4,703.06	4,656.71	5,116.36	5,090.2
CITY OF PORT ORFORD	4,476.04	3,302.67	4,070.46	3,953.41	3,907.95	3,833.06	3,093.63	3,713.53	3,162.51	3,131.34	3,440.43	3,422.8
CITY OF PORTLAND	2,008,067.02	1,489,552.37	1,835,839.80	1,783,047.20	1,762,542.03	1,728,765.80	1,395,271.04	1,674,856.15	1,426,338.61	1,412,281.41	1,551,683.83	1,543,753.4

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1992-93

FALLS	79,726.70	58,826.73	72,502.63	70,417.69	69,607.88	68,273.96	55,103.29	66,144.91	56,330.24	55,775.08	61,280.48	60,967.29	774,956.88
E	52,471.60	38,716.43	47,717.13	46,344.94	45,811.97	44,934.06	36,265.87	43,532.84	37,073.38	36,708.00	40,331.35	40,125.22	510,032.79
E	5,739.08	4,234.61	5,219.06	5,068.98	5,010.68	4,914.66	3,966.58	4,761.40	4,054.90	4,014.94	4,411.24	4,388.78	55,784.91
EGO	139,825.30	103,170.77	127,155.66	123,514.75	122,094.32	119,754.58	96,652.82	116,020.17	98,804.93	97,831.16	107,487.81	106,938.45	1,359,250.72
	6,226.57	4,594.31	5,662.38	5,499.55	5,436.30	5,332.12	4,303.51	5,165.85	4,399.33	4,355.97	4,785.94	4,761.48	60,523.31
	11,278.74	8,322.07	10,256.76	9,961.81	9,847.25	9,658.55	7,795.32	9,357.35	7,968.90	7,890.36	8,669.20	8,624.89	109,631.20
	49,081.34	36,214.90	44,634.05	43,350.52	42,851.99	42,030.80	33,922.68	40,720.12	34,678.01	34,336.24	37,725.48	37,532.67	477,078.80
N	1,263.04	931.94	1,148.60	1,115.57	1,102.74	1,081.61	872.95	1,047.88	892.39	883.60	970.81	965.85	12,276.98
CITY	26,701.13	19,701.56	24,281.73	23,583.47	23,312.26	22,865.52	18,454.55	22,152.48	18,865.46	18,679.54	20,523.34	20,418.45	259,539.49	
K	44.32	32.70	40.30	39.14	38.69	37.95	30.63	36.77	31.31	31.00	34.06	33.82	430.76
EK	1,085.77	801.14	987.39	959.00	947.97	929.80	750.43	900.81	767.14	759.58	834.56	830.29	10,553.88
	1,019.30	752.09	926.94	900.28	889.93	872.87	704.49	845.65	720.18	713.08	783.46	779.46	9,907.73
	3,478.90	2,566.93	3,163.68	3,072.70	3,037.36	2,979.16	2,404.45	2,886.26	2,457.99	2,433.77	2,674.00	2,660.33	33,815.53
	4,232.30	3,122.82	3,848.81	3,738.13	3,695.14	3,624.33	2,925.16	3,511.31	2,990.29	2,960.82	3,253.08	3,236.45	41,138.64
	15,821.25	11,673.79	14,387.68	13,973.94	13,813.24	13,548.53	10,934.89	13,126.03	11,178.37	11,068.21	12,160.72	12,098.57	153,785.22
	3,213.00	2,370.73	2,921.87	2,837.84	2,805.21	2,751.45	2,220.67	2,665.65	2,270.12	2,247.74	2,469.61	2,456.99	31,230.88
A	2,548.24	1,880.23	2,317.34	2,250.70	2,224.82	2,182.19	1,761.22	2,114.14	1,800.44	1,782.69	1,958.66	1,948.65	24,769.32
	2,038.59	1,504.19	1,853.87	1,800.56	1,779.86	1,745.75	1,408.98	1,691.31	1,440.35	1,426.16	1,566.93	1,558.92	19,815.47
PARK	3,456.74	2,550.58	3,143.53	3,053.13	3,018.02	2,960.18	2,389.14	2,867.87	2,442.33	2,418.26	2,656.96	2,643.38	33,600.12
LLE	82,496.53	60,870.46	75,021.48	72,864.11	72,026.17	70,645.90	57,017.66	68,442.89	58,287.24	57,712.79	63,409.46	63,085.38	801,880.07
	217,376.03	160,405.03	197,695.60	192,010.53	189,802.40	186,165.15	150,252.18	180,359.79	153,597.75	152,083.97	167,095.77	166,241.76	2,113,085.96
	3,678.33	2,714.07	3,345.04	3,248.84	3,211.48	3,149.94	2,542.29	3,051.71	2,598.89	2,573.28	2,827.28	2,812.83	35,753.98
	2,038.59	1,504.19	1,853.87	1,800.56	1,779.86	1,745.75	1,408.98	1,691.31	1,440.35	1,426.16	1,566.93	1,558.92	19,815.47
	6,935.65	5,117.50	6,307.20	6,125.83	6,055.38	5,939.34	4,793.59	5,754.13	4,900.32	4,852.03	5,330.96	5,303.71	67,415.64
URG	3,168.68	2,338.03	2,881.57	2,798.70	2,766.52	2,713.50	2,190.04	2,628.88	2,238.81	2,216.74	2,435.55	2,423.10	30,800.12
REEWATER	24,729.02	18,246.42	22,488.31	21,841.62	21,590.44	21,176.69	17,091.52	20,516.32	17,472.08	17,299.89	19,184.64	19,086.59	240,723.54
E	86,197.02	63,600.89	78,386.67	76,132.52	75,257.00	73,814.82	59,575.26	71,512.98	60,901.79	60,301.57	66,686.38	66,345.56	838,712.46
	731.23	539.54	664.98	645.85	638.43	626.19	505.39	606.67	516.65	511.56	562.05	559.18	7,107.72
	16,175.79	11,935.38	14,710.09	14,287.08	14,122.78	13,852.14	11,179.93	13,420.17	11,428.87	11,316.23	12,433.23	12,369.68	157,231.37
TH	28,894.84	21,320.19	26,276.66	25,521.03	25,227.54	24,744.09	19,970.73	23,972.48	20,415.41	20,214.20	22,209.49	22,095.98	280,862.64
T	2,060.75	1,520.54	1,874.03	1,820.13	1,799.20	1,764.72	1,424.29	1,709.69	1,456.01	1,441.66	1,583.96	1,575.86	20,030.84
	686.92	506.85	624.68	606.71	599.73	588.24	474.76	569.90	485.34	480.55	527.99	525.29	6,676.96
	1,263.04	931.94	1,148.60	1,115.57	1,102.74	1,081.61	872.95	1,047.88	892.39	883.60	970.81	965.85	12,276.98
	1,130.09	833.84	1,027.69	998.14	986.66	967.75	781.06	937.57	798.46	790.59	868.62	864.18	10,984.65
	12,586.09	9,286.71	11,445.66	11,116.52	10,988.68	10,778.10	8,698.91	10,442.00	8,892.60	8,804.96	9,674.07	9,624.63	122,338.93
N	2,393.13	1,765.78	2,176.29	2,113.71	2,089.40	2,049.36	1,654.02	1,985.45	1,690.85	1,674.18	1,839.44	1,830.04	23,261.65
REEK	13,751.64	10,146.71	12,505.60	12,169.46	12,029.51	11,798.99	9,522.85	11,386.93	9,697.32	9,601.75	10,549.51	10,495.59	133,655.86
OINT	11,877.02	8,763.52	10,800.84	10,490.24	10,369.60	10,170.89	8,208.83	9,853.72	8,391.61	8,308.91	9,129.05	9,082.40	115,446.63
	1,041.45	768.44	947.09	919.85	909.27	891.85	719.80	864.04	735.83	728.58	800.50	796.40	10,123.10
	59,806.11	44,128.22	54,387.05	52,823.05	52,215.59	51,214.96	41,335.12	49,617.88	42,255.51	41,839.06	45,968.88	45,733.94	581,325.37
	37,846.92	27,925.53	34,417.59	33,427.85	33,043.43	32,410.21	26,157.98	31,399.53	26,740.42	26,476.89	29,090.35	28,941.67	367,878.37
ND	43,120.67	31,816.79	39,213.48	38,085.83	37,647.84	36,926.38	29,802.95	35,774.88	30,466.55	30,166.29	33,143.92	32,974.53	419,140.11
AINS	4,520.36	3,335.37	4,110.77	3,992.55	3,946.64	3,871.01	3,124.26	3,750.30	3,193.82	3,162.34	3,474.43	3,456.73	43,938.64
WDER	2,038.59	1,504.19	1,853.87	1,800.56	1,779.86	1,745.75	1,408.98	1,691.31	1,440.35	1,426.16	1,566.93	1,558.92	19,815.47
	11,655.43	8,600.02	10,599.33	10,294.53	10,176.14	9,981.13	8,055.68	9,669.88	8,235.05	8,153.89	8,958.74	8,912.95	113,292.77
	3,766.96	2,779.47	3,425.64	3,327.13	3,288.87	3,225.84	2,603.55	3,125.25	2,661.52	2,635.29	2,895.41	2,880.61	36,615.54
	13,747.21	10,143.44	12,501.56	12,142.06	12,002.43	11,772.42	9,501.41	11,405.31	9,712.97	9,617.25	10,566.54	10,512.54	133,625.14
	41,968.42	30,966.60	38,165.64	37,099.44	36,672.79	35,970.02	29,031.07	34,848.33	29,677.49	29,385.00	32,285.52	32,120.51	408,190.83
CITY	74,275.68	54,804.67	67,545.50	65,603.14	64,848.70	63,605.98	51,335.81	61,622.50	52,478.77	51,961.66	57,090.66	56,798.87	721,971.94
	1,506.79	1,111.79	1,370.26	1,330.85	1,315.55	1,290.34	1,041.42	1,250.10	1,064.61	1,054.11	1,158.16	1,152.24	14,646.22
N	68,425.81	50,488.31	62,225.71	60,436.31	59,741.29	58,596.44	47,292.65	56,769.18	48,345.69	47,869.22	52,594.26	52,325.45	665,110.32
Y	13,472.44	9,940.70	12,251.69	11,899.38	11,762.53	11,537.12	9,311.51	11,177.35	9,518.84	9,425.03	10,355.35	10,302.42	130,954.36
	14,469.58	10,676.45	13,158.48	12,838.80	12,691.15	12,447.95	10,046.63	11,765.63	10,019.83	9,921.08	10,900.36	10,844.65	139,780.59
K	6,647.59	4,904.95	6,045.24	5,890.97	5,823.23	5,711.64	4,609.81	5,522.49	4,703.06	4,656.71	5,116.36	5,090.21	64,722.26
ORD	4,476.04	3,302.67	4,070.46	3,953.41	3,907.95	3,833.06	3,093.63	3,713.53	3,162.51	3,131.34	3,440.43	3,422.84	43,507.87
	2,008,067.02	1,489,552.37	1,835,839.80	1,783,047.20	1,762,542.03	1,728,765.80	1,395,271.04	1,674,856.15	1,426,338.61	1,412,281.41	1,551,683.83	1,543,753.41	19,611,998.67

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1992-93

CITY OF POWERS	3,013.57	2,223.58	2,740.51	2,661.70	2,631.09	2,580.67	2,082.84	2,500.20	2,129.21	2,108.23	2,316.33	2,304.49
CITY OF PRAIRIE CITY	4,985.69	3,678.71	4,533.93	4,403.55	4,352.91	4,269.49	3,445.87	4,136.36	3,522.60	3,487.88	3,832.16	3,812.57
CITY OF PRESCOTT	288.06	212.55	261.96	254.43	251.50	246.68	199.09	238.99	203.53	201.52	221.41	220.28
CITY OF PRINEVILLE	24,440.95	18,033.88	22,226.35	21,587.19	21,338.94	20,930.01	16,892.42	20,277.33	17,268.55	17,098.36	18,786.10	18,690.08
CITY OF RAINIER	7,423.14	5,477.20	6,750.52	6,556.40	6,481.00	6,356.80	5,130.52	6,158.57	5,244.76	5,193.07	5,705.66	5,676.55
CITY OF RAJNEESHPURAM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF REDMOND	34,899.82	25,751.00	31,737.53	30,824.87	30,470.38	29,886.46	24,121.09	30,763.45	26,198.73	25,940.53	28,501.05	28,355.38
CITY OF REEDSPORT	21,427.38	15,810.30	19,485.84	18,925.49	18,707.84	18,349.34	14,809.58	17,777.14	15,139.34	14,990.13	16,469.77	16,385.69
CITY OF RICHLAND	753.39	555.89	685.13	665.43	657.77	645.17	520.71	625.05	532.30	527.06	579.08	576.12
CITY OF RIDDLE	5,052.16	3,727.76	4,594.39	4,462.27	4,410.95	4,326.42	3,491.81	4,191.51	3,569.56	3,534.39	3,883.25	3,863.41
CITY OF RIVERGROVE	1,307.36	964.64	1,188.90	1,154.71	1,141.43	1,119.56	903.58	1,084.64	923.70	914.60	1,004.86	999.74
CITY OF ROCKAWAY	4,675.47	3,449.82	4,251.82	4,129.55	4,082.06	4,003.84	3,231.46	3,878.98	3,303.41	3,270.86	3,593.71	3,575.95
CITY OF ROGUE RIVER	7,821.99	5,771.49	7,113.24	6,908.68	6,829.23	6,698.36	5,406.19	6,489.48	5,526.56	5,472.10	6,012.23	5,981.50
CITY OF ROSEBURG	79,482.96	58,656.69	72,293.06	70,214.15	69,406.68	68,076.62	54,944.01	65,953.72	56,167.42	55,613.86	61,103.35	60,791.06
CITY OF RUFUS	1,329.52	980.99	1,209.05	1,174.28	1,160.78	1,138.53	918.90	1,103.03	939.36	930.10	1,021.91	1,016.69
CITY OF SALEM	439,093.85	360,880.26	444,776.82	431,986.51	427,018.64	418,835.52	338,038.31	405,774.60	345,558.92	342,159.49	380,082.06	378,139.52
CITY OF SANDY	18,945.62	13,979.12	17,228.95	16,733.50	16,541.06	16,224.08	13,094.31	15,718.15	13,385.87	13,253.94	14,562.20	14,487.76
CITY OF SCAPPOOSE	15,830.12	11,680.33	14,395.74	13,981.77	13,820.98	13,556.12	10,941.02	13,133.39	11,184.64	11,074.41	12,167.53	12,105.36
CITY OF SCIO	2,827.44	2,086.24	2,571.24	2,497.30	2,468.58	2,421.28	1,954.19	2,345.77	1,957.00	1,978.02	2,173.26	2,162.15
CITY OF SCOTTS MILLS	1,307.36	964.64	1,188.90	1,154.71	1,141.43	1,119.56	903.58	1,084.64	923.70	914.60	1,004.88	999.74
CITY OF SEASIDE	24,148.46	17,818.06	21,960.36	21,328.85	21,083.57	20,679.53	16,690.26	20,034.67	17,061.89	16,893.74	18,561.28	18,466.41
CITY OF SENECA	842.03	621.29	765.73	743.71	735.16	721.07	581.97	698.58	594.93	589.06	647.21	643.96
CITY OF SHADY COVE	6,137.94	4,528.91	5,581.78	5,421.26	5,358.92	5,256.22	4,242.25	5,092.31	4,336.71	4,293.97	4,717.81	4,693.70
CITY OF SHANIKO	110.79	81.75	100.75	97.86	96.73	94.88	76.57	91.92	78.28	77.51	85.16	84.75
CITY OF SHERIDAN	19,211.52	14,175.31	17,470.76	16,968.35	16,773.22	16,451.79	13,278.09	15,938.76	13,573.74	13,439.96	14,766.59	14,691.16
CITY OF SHERWOOD	14,646.85	10,826.87	13,343.87	12,967.97	12,818.84	12,573.19	10,147.70	13,379.73	11,394.43	11,282.13	12,395.76	12,332.46
CITY OF SILETZ	4,542.52	3,351.72	4,130.92	4,012.13	3,965.99	3,889.98	3,139.57	3,768.68	3,209.48	3,177.85	3,491.52	3,473.85
CITY OF SILVERTON	25,371.62	18,763.08	23,125.07	22,460.07	22,201.78	21,776.32	17,575.47	21,097.25	17,966.81	17,789.74	20,615.31	20,509.99
CITY OF SISTERS	3,190.84	2,354.38	2,901.72	2,818.27	2,785.86	2,732.48	2,205.36	2,647.27	2,254.46	2,232.24	2,452.58	2,440.00
CITY OF SODAVILLE	908.50	670.34	826.18	802.43	793.20	778.00	627.91	753.74	641.90	635.57	698.30	694.70
CITY OF SPRAY	686.92	506.85	624.68	606.71	599.73	588.24	474.76	569.90	485.34	480.55	527.99	525.29
CITY OF SPRINGFIELD	201,111.61	148,391.17	182,888.79	177,629.51	175,586.76	172,221.93	138,998.74	166,851.37	142,093.73	140,693.33	154,580.79	153,790.71
CITY OF ST HELENS	33,783.03	24,933.51	30,729.99	29,846.30	29,503.06	28,937.69	23,355.34	28,336.79	24,132.14	23,894.30	26,252.85	26,118.45
CITY OF ST PAUL	1,418.15	1,046.39	1,289.65	1,252.57	1,238.16	1,214.43	980.16	1,176.56	1,001.98	992.11	1,090.04	1,084.46
CITY OF STANFIELD	7,002.12	5,166.55	6,367.66	6,184.54	6,113.42	5,996.27	4,839.53	5,809.28	4,947.29	4,898.53	5,382.05	5,354.46
CITY OF STAYTON	22,867.69	16,873.04	20,795.64	20,197.63	19,965.35	19,582.75	15,805.06	18,972.08	16,156.98	15,997.74	18,295.58	18,202.66
CITY OF SUBLIMITY	7,135.07	5,264.65	6,488.56	6,301.97	6,229.50	6,110.12	4,931.42	5,919.58	5,041.23	4,991.54	5,484.25	5,456.89
CITY OF SUMMERVILLE	509.65	376.05	463.47	450.14	444.96	436.44	352.24	422.83	360.09	356.54	391.73	389.76
CITY OF SUMPTER	553.97	408.75	503.77	489.28	483.66	474.39	382.87	459.60	391.40	387.54	425.80	423.61
CITY OF SUTHERLIN	22,513.15	16,611.44	20,473.23	19,892.31	19,663.55	19,286.73	15,566.14	18,961.05	16,147.58	15,988.44	17,566.62	17,476.87
CITY OF SWEET HOME	30,911.27	22,808.03	28,110.39	27,302.02	26,988.05	26,470.87	21,364.39	25,645.40	21,840.10	21,624.86	23,759.39	23,637.85
CITY OF TALENT	16,091.59	11,873.26	14,633.52	14,212.71	14,049.26	13,780.03	11,121.74	13,350.32	11,369.38	11,257.33	12,368.51	12,305.00
CITY OF TANGENT	2,880.62	2,125.48	2,619.61	2,544.27	2,515.02	2,466.82	1,990.95	2,389.89	2,035.28	2,015.22	2,214.13	2,202.72
CITY OF THE DALLES	49,325.08	36,394.75	44,855.71	43,565.81	43,064.80	42,239.53	34,091.14	40,922.34	34,850.23	34,506.76	37,912.83	37,719.15
CITY OF TIGARD	136,652.19	100,921.04	124,382.91	120,829.56	119,440.01	117,151.14	94,551.61	114,968.61	97,909.41	96,944.46	106,520.40	105,975.51
CITY OF TILLAMOOK	18,303.02	13,504.97	16,644.57	16,165.93	15,980.02	15,673.79	12,650.17	15,185.02	12,931.84	12,804.40	14,068.28	13,996.90
CITY OF TOLEDO	14,270.15	10,529.30	12,977.12	12,603.94	12,459.00	12,220.24	9,862.85	11,839.17	10,082.46	9,983.09	11,060.46	11,003.49
CITY OF TROUTDALE	36,317.97	26,797.39	33,027.18	32,077.43	31,708.54	31,100.90	25,101.25	30,131.05	25,660.16	25,407.26	27,915.15	27,777.21
CITY OF TUALATIN	71,882.55	53,038.89	65,369.24	63,501.18	62,770.91	61,568.01	49,690.98	61,192.32	52,112.52	51,598.92	56,692.11	56,402.21
CITY OF TURNER	5,716.92	4,218.26	5,198.91	5,049.41	4,991.34	4,895.69	3,951.26	4,743.02	4,039.24	3,999.44	4,394.21	4,372.47
CITY OF UKIAH	1,107.93	817.49	1,007.54	978.57	967.31	948.78	765.75	919.19	782.80	775.08	851.59	847.34
CITY OF UMATILLA	13,649.71	10,071.50	12,412.90	12,055.95	11,917.30	11,688.93	9,434.03	11,324.42	9,644.09	9,549.04	10,491.60	10,437.49
CITY OF UNION	8,287.32	6,114.84	7,536.40	7,319.68	7,235.51	7,096.85	5,727.80	6,875.54	5,855.34	5,797.63	6,369.90	6,338.71
CITY OF UNITY	487.49	359.70	443.32	430.57	425.62	417.46	336.93	404.46	344.43	341.04	374.70	372.84
CITY OF VALE	6,625.43	4,888.60	6,025.09	5,851.83	5,784.54	5,673.68	4,579.18	5,496.76	4,681.14	4,635.01	5,092.51	5,066.99
CITY OF VENETA	11,234.42	8,289.37	10,216.46	9,922.67	9,808.56	9,620.59	7,764.69	9,320.59	7,937.58	7,859.36	8,635.13	8,591.80

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1992-93

	3,013.57	2,223.58	2,740.51	2,661.70	2,631.09	2,580.67	2,082.84	2,500.20	2,129.21	2,108.23	2,316.33	2,304.49	29,292.42
TY	4,985.69	3,678.71	4,533.93	4,403.55	4,352.91	4,269.49	3,445.87	4,136.36	3,522.60	3,487.88	3,832.16	3,812.57	48,461.72
	288.06	212.55	261.96	254.43	251.50	246.68	199.09	238.99	203.53	201.52	221.41	220.28	2,800.00
E	24,440.95	18,033.88	22,226.35	21,587.19	21,338.94	20,930.01	16,892.42	20,277.33	17,268.55	17,098.36	18,786.10	18,690.08	237,570.16
	7,423.14	5,477.20	6,750.52	6,556.40	6,481.00	6,356.80	5,130.52	6,158.57	5,244.76	5,193.07	5,705.66	5,676.50	72,154.14
PURAM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	34,899.82	25,751.00	31,737.53	30,824.87	30,470.38	29,886.46	24,121.09	30,763.45	26,198.73	25,940.53	28,501.05	28,355.38	347,450.29
RT	21,427.38	15,810.30	19,485.84	18,925.49	18,707.84	18,349.34	14,809.58	17,777.14	15,139.34	14,990.13	16,469.77	16,385.59	208,277.74
	753.39	555.89	685.13	665.43	657.77	645.17	520.71	625.05	532.30	527.06	579.08	576.12	7,323.10
	5,052.16	3,727.76	4,594.39	4,462.27	4,410.95	4,326.42	3,491.81	4,191.51	3,569.56	3,534.39	3,883.25	3,863.41	49,107.88
VE	1,307.36	964.64	1,188.90	1,154.71	1,141.43	1,119.56	903.58	1,084.64	923.70	914.60	1,004.86	999.74	12,707.74
Y	4,675.47	3,449.82	4,251.82	4,129.55	4,082.06	4,003.84	3,231.46	3,878.98	3,303.41	3,270.86	3,593.71	3,575.35	45,446.33
VER	7,821.99	5,771.49	7,113.24	6,908.68	6,829.23	6,698.36	5,406.19	6,489.48	5,526.56	5,472.10	6,012.23	5,981.50	76,031.05
S	79,482.96	58,656.69	72,293.06	70,214.15	69,406.68	68,076.62	54,944.01	65,953.72	56,167.42	55,613.86	61,103.35	60,791.06	772,703.58
	1,329.52	980.99	1,209.05	1,174.28	1,160.78	1,138.53	918.90	1,103.03	939.36	930.10	1,021.91	1,016.69	12,923.14
	489,093.85	360,880.26	444,776.82	431,986.51	427,018.64	418,835.52	338,038.31	405,774.60	345,558.92	342,159.49	380,082.06	378,139.52	4,762,344.50
	18,945.62	13,979.12	17,228.95	16,733.50	16,541.06	16,224.08	13,094.31	15,718.15	13,385.87	13,253.94	14,562.20	14,487.78	184,154.58
SE	15,830.12	11,680.33	14,395.74	13,981.77	13,820.98	13,556.12	10,941.02	13,133.39	11,184.64	11,074.41	12,167.53	12,105.34	153,871.39
	2,827.44	2,086.24	2,571.24	2,497.30	2,468.58	2,421.28	1,954.19	2,345.77	1,957.00	1,978.02	2,173.26	2,162.15	27,442.47
LLS	1,307.36	964.64	1,188.90	1,154.71	1,141.43	1,119.56	903.58	1,084.64	923.70	914.60	1,004.88	999.74	12,707.74
	24,148.46	17,818.06	21,960.36	21,328.85	21,083.57	20,679.53	16,690.26	20,034.67	17,061.89	16,893.74	18,561.28	18,466.41	234,727.08
	842.03	621.29	765.73	743.71	735.16	721.07	581.97	698.58	594.93	589.06	647.21	643.90	8,184.64
VE	6,137.94	4,528.91	5,581.78	5,421.26	5,358.92	5,256.22	4,242.25	5,092.31	4,336.71	4,293.97	4,717.81	4,693.70	59,661.78
	110.79	81.75	100.75	97.86	96.73	94.88	76.57	91.92	78.28	77.51	85.16	84.72	1,076.92
	19,211.52	14,175.31	17,470.76	16,968.35	16,773.22	16,451.79	13,278.09	15,938.76	13,573.74	13,439.96	14,766.59	14,691.12	186,739.21
D	14,646.85	10,826.87	13,343.87	12,967.97	12,818.84	12,573.19	10,147.70	13,379.73	11,394.43	11,282.13	12,395.76	12,332.40	148,109.74
	4,542.52	3,351.72	4,130.92	4,012.13	3,965.99	3,889.98	3,139.57	3,768.68	3,209.48	3,177.85	3,491.52	3,473.68	44,154.04
N	25,371.62	18,763.08	23,125.07	22,460.07	22,201.78	21,776.32	17,575.47	21,097.25	17,966.81	17,789.74	20,615.31	20,509.95	249,252.47
	3,190.84	2,354.38	2,901.72	2,818.27	2,785.86	2,732.48	2,205.36	2,647.27	2,254.46	2,232.24	2,452.58	2,440.05	31,015.51
E	908.50	670.34	826.18	802.43	793.20	778.00	627.91	753.74	641.90	635.57	698.30	694.74	8,830.81
	686.92	506.85	624.68	606.71	599.73	588.24	474.76	569.90	485.34	480.55	527.99	525.29	6,676.96
LD	201,111.61	148,391.17	182,888.79	177,629.51	175,586.76	172,221.93	138,998.74	166,851.37	142,093.73	140,693.33	154,580.79	153,790.75	1,954,838.48
S	33,783.03	24,933.51	30,729.99	29,846.30	29,503.06	28,937.69	23,355.34	28,036.79	24,132.14	23,894.30	26,252.85	26,118.67	329,823.67
	1,418.15	1,046.39	1,289.65	1,252.57	1,238.16	1,214.43	980.16	1,176.56	1,001.98	992.11	1,090.04	1,084.47	13,784.67
D	7,002.12	5,166.55	6,367.66	6,184.54	6,113.42	5,996.27	4,839.53	5,809.28	4,947.29	4,898.53	5,382.05	5,354.55	68,081.79
	22,867.69	16,873.04	20,795.64	20,197.63	19,965.35	19,582.75	15,805.06	18,972.08	16,156.98	15,997.74	18,295.58	18,202.07	223,711.61
	7,135.07	5,264.65	6,488.56	6,301.97	6,229.50	6,110.12	4,931.42	5,919.58	5,041.23	4,991.54	5,484.25	5,456.22	69,354.11
LLE	509.65	376.05	463.47	450.14	444.96	436.44	352.24	422.83	360.09	356.54	391.73	389.73	4,953.87
	553.97	408.75	503.77	489.28	483.66	474.39	382.87	459.60	391.40	387.54	425.80	423.62	5,384.65
N	22,513.15	16,611.44	20,473.23	19,892.31	19,663.55	19,286.73	15,566.14	18,961.05	16,147.58	15,988.44	17,566.62	17,476.84	220,147.08
ME	30,911.27	22,808.03	28,110.39	27,302.02	26,988.05	26,470.87	21,364.39	25,645.40	21,840.10	21,624.86	23,759.39	23,637.96	300,462.73
	16,091.59	11,873.26	14,633.52	14,212.71	14,049.26	13,780.03	11,121.74	13,350.32	11,369.38	11,257.33	12,368.51	12,305.29	156,412.94
	2,880.62	2,125.48	2,619.61	2,544.27	2,515.02	2,466.82	1,990.95	2,389.89	2,035.28	2,015.22	2,214.14	2,202.82	28,000.12
S	49,325.08	36,394.75	44,855.71	43,565.81	43,064.80	42,239.53	34,091.14	40,922.34	34,850.23	34,506.76	37,912.83	37,719.06	479,448.04
	136,652.19	100,921.04	124,382.91	120,829.56	119,440.01	117,151.14	94,551.61	114,968.61	97,909.41	96,944.46	106,520.40	105,975.99	1,336,247.33
K	18,303.02	13,504.97	16,644.57	16,165.93	15,980.02	15,673.79	12,650.17	15,185.02	12,931.84	12,804.40	14,068.28	13,996.38	177,908.39
	14,270.15	10,529.30	12,977.12	12,603.94	12,459.00	12,220.24	9,862.85	11,839.17	10,082.46	9,983.09	11,060.46	11,003.93	138,891.71
E	36,317.97	26,797.39	33,027.18	32,077.43	31,708.54	31,100.90	25,101.25	30,131.05	25,660.16	25,407.26	27,915.15	27,772.48	353,016.76
	71,882.55	53,038.89	65,369.24	63,501.18	62,770.91	61,568.01	49,690.98	61,192.32	52,112.52	51,598.92	56,692.11	56,402.37	705,820.00
	5,716.92	4,218.26	5,198.91	5,049.41	4,991.34	4,895.69	3,951.26	4,743.02	4,039.24	3,999.44	4,394.21	4,371.75	55,569.45
	1,107.93	817.49	1,007.54	978.57	967.31	948.78	765.75	919.19	782.80	775.08	851.59	847.24	10,769.27
	13,649.71	10,071.50	12,412.90	12,055.95	11,917.30	11,688.93	9,434.03	11,324.42	9,644.09	9,549.04	10,491.60	10,437.98	132,677.45
	8,287.32	6,114.84	7,536.40	7,319.68	7,235.51	7,096.85	5,727.80	6,875.54	5,855.34	5,797.63	6,369.90	6,337.34	80,554.15
	487.49	359.70	443.32	430.57	425.62	417.46	336.93	404.46	344.43	341.04	374.70	372.78	4,738.50
	6,625.43	4,888.60	6,025.09	5,851.83	5,784.54	5,673.68	4,579.18	5,496.76	4,681.14	4,635.01	5,092.51	5,066.49	64,400.26
	11,234.42	8,289.37	10,216.46	9,922.67	9,808.56	9,620.59	7,764.69	9,320.59	7,937.58	7,859.36	8,635.13	8,591.00	109,200.42

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1992-93

CITY OF VERNONIA	8,087.90	5,967.69	7,355.05	7,143.54	7,061.39	6,926.07	5,589.97	6,710.09	5,714.43	5,658.12	6,216.61	6,184.84
CITY OF WALDPORT	7,135.07	5,264.65	6,488.56	6,301.97	6,229.50	6,110.12	4,931.42	5,919.58	5,041.23	4,991.54	5,484.25	5,456.22
CITY OF WALLOWA	3,368.11	2,485.18	3,062.92	2,974.84	2,940.63	2,884.28	2,327.88	2,794.34	2,379.71	2,356.26	2,588.84	2,575.61
CITY OF WARRENTON	12,032.13	8,877.96	10,941.89	10,627.24	10,505.03	10,303.71	8,316.03	9,982.40	8,501.20	8,417.42	9,248.28	9,201.01
CITY OF WASCO	1,661.90	1,226.24	1,511.31	1,467.85	1,450.97	1,423.16	1,148.62	1,378.79	1,174.20	1,162.63	1,277.39	1,270.86
CITY OF WATERLOO	842.03	621.29	765.73	743.71	735.16	721.07	581.97	698.58	594.93	589.06	647.21	643.90
CITY OF WEST LINN	76,048.37	56,112.66	69,157.59	67,168.85	66,396.40	65,124.02	52,561.00	63,093.20	53,731.33	53,201.80	58,453.20	58,154.46
CITY OF WESTFIR	1,240.88	915.59	1,128.45	1,096.00	1,083.39	1,062.63	857.69	1,029.49	876.74	868.09	953.78	948.91
CITY OF WESTON	2,769.83	2,043.73	2,518.85	2,446.42	2,418.28	2,371.94	1,914.37	2,297.98	1,957.00	1,937.71	2,128.98	2,118.10
CITY OF WHEELER	1,506.79	1,111.79	1,370.26	1,330.85	1,315.55	1,290.34	1,041.42	1,250.10	1,064.61	1,054.11	1,158.16	1,152.24
CITY OF WILLAMINA	7,755.52	5,722.44	7,052.78	6,849.97	6,771.20	6,641.44	5,360.24	6,434.33	5,479.60	5,425.59	5,961.14	5,930.67
CITY OF WILSONVILLE	38,799.74	29,854.81	36,795.39	35,737.27	35,326.29	34,649.32	27,965.15	33,568.82	28,587.83	28,306.08	31,100.10	30,941.15
CITY OF WINSTON	16,862.71	12,442.23	15,334.77	14,893.79	14,722.51	14,440.38	11,654.70	13,990.07	11,914.21	11,796.79	13,104.28	13,037.31
CITY OF WOOD VILLAGE	12,984.95	9,581.02	11,808.38	11,468.81	11,336.92	11,119.66	8,974.58	10,772.91	9,174.41	9,083.99	9,980.65	9,929.64
CITY OF WOODBURN	59,939.06	44,226.32	54,507.95	52,940.48	52,331.66	51,328.81	41,427.01	49,728.18	42,349.44	41,932.07	46,071.07	45,835.61
CITY OF YACHATS	2,570.40	1,896.58	2,337.49	2,270.28	2,244.17	2,201.16	1,776.54	2,132.52	1,816.09	1,798.20	1,975.69	1,965.59
CITY OF YAMHILL	3,855.60	2,844.87	3,506.24	3,405.41	3,366.25	3,301.74	2,664.81	3,198.78	2,724.14	2,697.29	2,963.54	2,948.39
CITY OF YONCALLA	4,121.50	3,041.07	3,748.05	3,640.32	3,598.41	3,529.45	2,848.59	3,419.39	2,912.01	2,883.31	3,167.92	3,151.73
Total - Distributions to Cities	8,094,972.61	5,983,780.64	7,374,875.42	7,163,577.32	7,081,195.81	6,945,496.22	5,605,646.32	6,748,608.65	5,747,134.00	5,690,598.84	6,268,216.78	6,236,180.86

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1992-93

	8,087.90	5,967.69	7,355.05	7,143.54	7,061.39	6,926.07	5,589.97	6,710.09	5,714.43	5,658.12	6,216.61	6,184.84	78,615.70
	7,135.07	5,264.65	6,488.56	6,301.97	6,229.50	6,110.12	4,931.42	5,919.58	5,041.23	4,991.54	5,484.25	5,456.22	69,354.11
	3,368.11	2,485.18	3,062.92	2,974.84	2,940.63	2,884.28	2,327.88	2,794.34	2,379.71	2,356.26	2,588.84	2,575.61	32,738.60
N	12,032.13	8,877.96	10,941.89	10,627.24	10,505.03	10,303.71	8,316.03	9,982.40	8,501.20	8,417.42	9,248.28	9,201.01	116,954.30
	1,661.90	1,226.24	1,511.31	1,467.85	1,450.97	1,423.16	1,148.62	1,378.79	1,174.20	1,162.63	1,277.39	1,270.86	16,153.92
	842.03	621.29	765.73	743.71	735.16	721.07	581.97	698.58	594.93	589.06	647.21	643.90	8,184.64
	76,048.37	56,112.66	69,157.59	67,168.85	66,396.40	65,124.02	52,561.00	63,093.20	53,731.33	53,201.80	58,453.20	58,154.46	739,202.88
	1,240.88	915.59	1,128.45	1,096.00	1,083.39	1,062.63	857.69	1,029.49	876.74	868.09	953.78	948.91	12,061.64
	2,769.83	2,043.73	2,518.85	2,446.42	2,418.28	2,371.94	1,914.37	2,297.98	1,957.00	1,937.71	2,128.98	2,118.10	26,923.19
	1,506.79	1,111.79	1,370.26	1,330.85	1,315.55	1,290.34	1,041.42	1,250.10	1,064.61	1,054.11	1,158.16	1,152.24	14,646.22
	7,755.52	5,722.44	7,052.78	6,849.97	6,771.20	6,641.44	5,360.24	6,434.33	5,479.60	5,425.59	5,961.14	5,930.67	75,384.92
LE	38,799.74	29,854.81	36,795.39	35,737.27	35,326.29	34,649.32	27,965.15	33,568.82	28,587.83	28,306.08	31,100.10	30,941.15	391,631.95
	16,862.71	12,442.23	15,334.77	14,893.79	14,722.51	14,440.38	11,654.70	13,990.07	11,914.21	11,796.79	13,104.28	13,037.31	164,193.75
AGE	12,984.95	9,581.02	11,808.38	11,468.81	11,336.92	11,119.66	8,974.58	10,772.91	9,174.41	9,083.99	9,980.65	9,929.64	126,215.92
N	59,939.06	44,226.32	54,507.95	52,940.48	52,331.66	51,328.81	41,427.01	49,728.18	42,349.44	41,932.07	46,071.07	45,835.61	582,617.66
	2,570.40	1,896.58	2,337.49	2,270.28	2,244.17	2,201.16	1,776.54	2,132.52	1,816.09	1,798.20	1,975.69	1,965.59	24,984.71
	3,855.60	2,844.87	3,506.24	3,405.41	3,366.25	3,301.74	2,664.81	3,198.78	2,724.14	2,697.29	2,963.54	2,948.39	37,477.06
	4,121.50	3,041.07	3,748.05	3,640.32	3,598.41	3,529.45	2,848.59	3,419.39	2,912.01	2,883.31	3,167.92	3,151.73	40,061.75
o Cities	8,094,972.61	5,983,780.64	7,374,875.42	7,163,577.32	7,081,195.81	6,945,496.22	5,605,646.32	6,748,608.65	5,747,134.00	5,690,598.84	6,268,216.78	6,236,180.86	78,940,283.46

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Oregon Department of Transportation

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	JUL 21 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1. On or around April 1, 1993, approved 43 Intergovernmental Agreements with law enforcement agencies to provide overtime traffic enforcement with an emphasis on safety belt and motorcycle helmet violations. The Agreements were to begin April 1, 1993 and terminate on September 30, 1993 at a total cost not to exceed $175,000. Each law enforcement agency received $3,000 - $9,000. Approval was given for these Agreements as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
   Traffic Safety Contract Number: HB93850271-HB93850313

2. On March 22, 1993, approved an Intergovernmental Agreement with the City of Eugene to provide bicycle safety training to a minimum of 60 students during the contract period and provide a safety promotional campaign. The Agreement was to begin March 22, 1993 and terminate September 29, 1993 at a total cost not to exceed $5,000. Approval was given for this Agreement as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
   Traffic Safety Contract Number: SS936003314

3. On March 25, 1993, approved a Personal Service Contract with Carol Servino to provide staffing of the Traffic Safety Booth at the "Children's Fair" in Portland, Oregon in order to demonstrate the proper use of child safety seats and answer general safety belt questions. This Contract began on March 26, 1993 and terminated on March 27, 1993 at a cost not to exceed $250 and pre-approved necessary travel expenses at State rates per Executive Department Administrative Rules. Approval was given for this contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
   Traffic Safety Contract Number: NPA9391920315

4. On April 23, 1993, approved a Personal Service Contract with Penny Norton to provide a keynote address for the opening session of the 25th Annual Traffic Safety Conference in Eugene, Oregon. This Contact began on April 24, 1993 and terminated on April 28, 1993 at a cost not to exceed $2,375. Approval was given for this Contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932002316

5. On March 4, 1993, approved a Personal Service Contract with Eva Montee to provide an opening presentation for the 25th Annual Traffic Safety Conference in Eugene, Oregon. This Contract began on April 27, 1993 and terminated on April 28, 1993 at a cost not to exceed $350. Approval was given for this Contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932002317

6. On or around April 1, 1993, approved 9 Intergovernmental Agreements with law enforcement agencies to provide training of at least two classes each in "TSD Safety Belt Enforcement." The Agreements were to begin April 1, 1993 and terminate on September 1, 1993 at a total cost not to exceed $475.00 each. Approval was given for these Agreements as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932002318-DE932002326

7. On May 25, 1993, approved a Personal Service Contract with Edward Kerns to provide 14 presentations at 7 or more schools on alcohol, drugs, and driving; and safety belt use. The Contract was to begin on May 25, 1993 and terminate on June 30, 1993 at a cost not to exceed $980. Approval was given for this Contract as part of the Fiscal Year 1993 Highway Safety Plan which was approved by the Commission on July 21, 1992. At that time the Traffic Safety Manager was authorized and directed to sign all contracts included in this Plan for and on behalf of the Commission. Said authority is set forth in the records, Minute Book of the Oregon Transportation Commission.
Traffic Safety Contract Number: DE932002327

Dated this 29th day of June, 1993

Ed Marges

Traffic Safety Section, Manager

cc: Dale Hormann
Donald E. Forbes
Bill Anhorn
Judy Gregory
Arlene Post
Dave Davis
Katie Thiel
Ed Marges
Anne Holder

THEODORE R. KULONGOSKI
ATTORNEY GENERAL

THOMAS A. BALMER
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
1162 Court Street NE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313
FAX: (503) 378-2056
TDD: (503) 378-5938

July 30, 1993

Fran Neavoll
DEPARTMENT OF TRANSPORTATION
Department of the Director
121 Transportation Building
Salem, Oregon 97310

Re: Monthly Report of Eminent Domain Condemnation Proceedings, Cases Optioned, Cases Settled and Cases Tried

Dear Fran:

Attached hereto is my report of condemnation cases optioned, settled and tried for the months of June and July, 1993.

Feel free to contact me if you need further information regarding any of these cases.

Very truly yours,

Roger R. Warren
Assistant Attorney General

RW/cr/JTT05F44
cc: Steve Green
Theodore R. Kulongoski
John McCulloch, Jr.
Don Arnold
Suzanne Townsend
Bill Cloran
Alan Lightner
Condemnation Unit
Deolinda Jones
Dale Hormann
Leslie Benckendorf

PROGRAM SERVICES
Manager_____ Admin_____
Program_____ Fiscal _____ Res_____

AUG 03 1993

Refer To _____
R/D_____ D/R_____ Act_____
Discuss____ File_____ Discard____

1 1 8 1 9

REPORT OF CONDEMNATION CASES SETTLED

State v. Country Club Investors

L - 9828
R - 58796
Section: NW Hooker - NE Alameda
Highway: Oakland-Shady
County: Douglas
State's Deposit: $ 121,000
Settlement: $181,000
Justification: The State deposited just compensation of $121,000 for land and improvements. During review of the file and a subsequent appraisal for trial, it was discovered that the owners were losing use of more RV spaces than originally compensated for. Our original offer was based on the loss of only one RV space, but it was discovered that they would lose 2 physically, and one functionally. A cost to cure was added to restore the use of the third space. Additional compensation was added for costs related to moving the Manager's trailer and for paving the strip in front for traffic to get to the mailboxes. Defendants originally answered at $187,500 but increased their demands based on these items plus their cost to reconnect the driveways at a 3% grade onto their property. The State offered $170,001 as the 30-day offer before trial, but because of the new information on the RV spaces, plus costs related to the manager's trailer, a settlement agreement was reached at $181,000 and the State would do the reconnecting of the two driveways at the 3% grade.
State's Attorney: Roger R. Warren

State v. Landmark Ventures Oregon, Ltd.

L - 9888
R - 6128003
Section: Yamhill River - Pacific Hwy West
Highway: Salmon River
County: Yamhill
State's Deposit: $8,825
Settlement: $12,500
Justification: State filed its Amended Complaint with $8,825 as just compensation. Defendants did not answer but demanded $21,525 for land, improvements, and closure of one access. During negotiations, defendants accepted the state's offer of $12,500 which was based on revised land value and compensation for the reconfiguration of defendant's driveway.
State's Attorney: Cynthia M. Fraser

State v. Lincoln Brookdale, Ltd., et al

L - 9916
R - 6180001
Section: SW 82nd Place Highway-
Highway: Golf Creek Access Rd (County Rd)
County: Washington
State's Deposit: $116,500
Settlement: $142,500
Justification: The State deposited $116,500 as just compensation for land and improvements the State acquired for fee areas, one permanent easement for drainage, and four temporary construction easements. Improvements in the acquisition area included asphalt, concrete curbing and a trash enclosure. The landscaping disturbed would be replaced as part of the project.

The property owners had several concerns. One was the compensation for the loss of parking which was not paid for. They felt they were losing seven needed spaces and a covered carport. The carport was not expected to be taken, but the contractor took it out, and in the end it proved to be necessary. Also, because of the construction, if it had been left in place there would be no way to get to it. The owner produced an engineering plan and cost estimate to replace the parking and the carport. The additional work totaled $6,600.

The State also constructed a fence around a play area, but this was not exactly to the owner's liking. An additional compensation was paid to soften the affects of the chain-link fence with paint and landscaping.

The state added an additional sign easement that was not included in the complaint or compensated for. Additionally, the State was obligated to provide an area on the Brookdale property for signage of an adjacent property owner. The two owners will work out the easement language, but the State agreed to pay for the easement area.

The property owners originally were wanting $150,000 as settlement but this was before the addition of the two easements and the knowledge of the loss of the carport.

The settlement of $142,500 was based on the two added easement areas, a bid item from a contractor to replace the lost parking spaces and carport, and to pay the additional cost above the State's estimate on the trash enclosure. The settlement also included an amount to soften the area around the playground fencing.
State's Attorney: Roger R. Warren

11616

State v. Lincoln Brookdale, Ltd., et al

L - 9916
R - 6180001
Section: SW 82nd Place Highway-
Highway: Golf Creek Access Rd (County Rd)
County: Washington
State's Deposit: $116,500
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The settlement of $142,500 was based on the two added easement areas, a bid item from a contractor to replace the lost parking spaces and carport, and to pay the additional cost above the State's estimate on the trash enclosure. The settlement also included an amount to soften the area around the playground fencing.
State's Attorney: Roger R. Warren

State v. Merritt-Truax, Inc., et al

L - 9840
R - 6027004
Section: Silverton Rd - State Street
Highway: Pacific
County: Marion
State's Deposit: $188,000
Settlement: $300.000
Justification: State filed its complaint with just compensation of $188,000 for the land. There were no damages to the remainder considered, and the State's appraisers considered the improvements to have no value. The defendants answered and demanded $610,000. The defendant claimed the land acquired was worth $200,000, and the improvements would be no longer useable and valued the improvements at $200,000. They also claimed that the remainder site would no longer be a service station site and instead would be a secondary commercial site. Their damages on the remainder were $200,000. The State's appraisers updated their appraisal reports and were still in the $190,000 to $200,000 range. The State's appraisers considered that the after value on the remainder was still the same as the before, but there was a possibility that there could be arguments brought forth that the remainder had a lower value. The State made the 30-day offer before trial at $275,000 plus interest. The defendant made a settlement offer of $400,000 by eliminating the damages to the improvements. The State rejected the counter proposal, but offered as a settlement, $300,000 with no interest.
State's Attorney: Roger R. Warren

REPORT OF TRIAL

State v. Zink, Thomas

L - 9579
r - 58404
Section: SE 221st Ave - SSE 242nd Ave.
Highway: Stark Street
Verdict: $600
Report of Trial: State filed its complaint with $600 as just compensation. Defendant answered demanding $11,000. State's 30 day offer was $1,001. This case was tried on February 13, 1991 and the jury returned a verdict of $600, the same amount as the State's complaint.

11510

Defendant filed an appeal based upon a jury instruction related to dedication. The Court of Appeals affirmed the trial court and awarded the State $160 in costs. An Appellate Costs Judgment was submitted to Civil Enforcement (collections) for collection on 6/30/93.

State's Attorney: Roger R. Warren

* * * * * * *

JTT0AA03/RW/cr

11551

TRANSPORTATION COMMISSION

Minutes
of the
OREGON TRANSPORTATION COMMISSION
FORMAL MEETING

August 18, 1993
Salem, Oregon

• • • •

4) Approved a Financial Aid to Municipalities (FAM) program grant to the Lincoln County Commuter Air Service Committee in the amount of $5,000. This money will provide partial funding for the committee to hire a consultant to determine the potential air service capability of the Lincoln County area. The Commission authorized the Aeronautics Section Manager to sign the necessary agreements.

5) Approved submitting an application to the Federal Railroad Administration for $36,000 for FY94 Local Rail Freight Assistance (LRFA) program planning funds to assist in rail planning efforts. There is no match required for these funds; however, ODOT considers this to be 70 percent of the program funding. The Public Utilities Commission (PUC), through its assessment on the railroads, contributes an additional 30 percent. The Commission authorized the Transportation Development Branch Manager to sign the necessary application and contract documents to apply for and expend up to $36,000 in federal LRFA planning funds provided by the Federal Railroad Administration.

6) Approved two All-Terrain Vehicle project agreements, in Lane and Coos counties. These projects are for law enforcement services for FY 1993-94 in the dunes areas of each county. The project in Lane County is estimated to cost $74,190, with ODOT's share being $53,383 or 72 percent, whichever is less. The project in Coos County is estimated to cost $69,829, with ODOT's share to be $54,244 or 78 percent, whichever is less. The All-Terrain Vehicle Account Allocation Committee has reviewed the funding requests. The Commission authorized the State Highway Engineer to sign the agreements.

7) Approved establishment of a 35 mph speed limit on Beaverton-Tualatin Highway No. 141 in Tualatin. This request from the City of Tualatin was reviewed by the State Speed Control Board (SSCB) at its June meeting. The SSCB recommended approval considering the continuing development of the area, the presence of the high school and the mostly local nature of the highway.

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Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Right of Way Manager	Exhibit B
Operation Support Services Manager	Exhibit C

The Commission confirmed their next meeting dates in Medford as follows:

Tuesday, September 14, 1993:
Tour, 2 - 5 p.m.
Dinner, 7 p.m.

Wednesday, September 15, 1993:
Formal meeting, 8:30 a.m. at Medford City Hall

The Commission tentatively set a meeting in Salem for Wednesday, October 20 at 8:30 a.m.

• • •

Don Forbes gave a final legislative report for the 1993 legislative session.

ODOT was successful on the reorganization bill, which allows the department to operate as one unified department rather than separate divisions. This will allow for improved efficiency and effectiveness.

The finance package to implement the Oregon Transportation Plan did not pass.

The ODOT budget, based on the reorganization bill, passed quickly through the session. ODOT's budget is now aligned with it's new structure.

Several bills relating to DMV passed. The legislature approved $19.5 million for the new computer system. DMV also received approval to conduct business in different forms including electronically and with credit cards, and to issue titles for vehicles in forms other than paper.

SB713 passed, which begins to implement the High Speed Rail system, allowing the Public Utilities Commission (PUC) to relocate farm and private grade crossings on the rail lines designated as the high speed rail corridor.

HB3382 passed, allowing ODOT to prohibit the erection or relocation of signs on U.S. 101, to comply with the federal Scenic Byways law.

SB1088 passed, requiring anyone under the age of 16 that operates or is a passenger on a bicycle on the highway to wear protective headgear.

HB2507 passed, requiring ODOT to retrofit 15 freeway overpasses with protective screening annually.

ODOT also will receive several pieces of lottery funding for Urban Mobility and High Speed Rail projects.

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Craig Holt, Information Systems Branch Manager, requested approval to proceed with a Request for Proposal (RFP) to support DMV's old computer systems while the new Licensing System is being constructed. The approximate cost of this RFP is $200,000. The total amount for this effort over a 3 1/2 year period is estimated to be $1.5 million. Commissioner Brody moved for approval and the motion passed unanimously.

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Bill Anhorn, Deputy Director, requested approval to increase the project authorization for two projects:

- The Long Creek to Fox Section on the Pendleton-John Day Highway in Grant County, Contract No. 10821. Increase by $1,565,498 (21 percent) to a new total of $8,977,632.

- Green Springs Highway to Midland Junction on The Dalles-California Highway (US 97), Contract No. 11276. Increase by $1,008,809 (8.1 percent) to a new total of $13,405,734.

Vice-Chairman Whitty moved for approval and the motion carried unanimously.

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Ray Polani, Chair of Citizens for Better Transit, presented information to the Commission (see attached).

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Don Forbes led a workshop on the development of the 1995-2000 Statewide Transportation Improvement Program (TIP). He explained that there is an anticipated shortfall of about $400 million for transportation projects during the next six years. The shortfall is the result of several factors. Federal matching funds for transportation projects will be only 80 percent of the amounts originally authorized by Congress. State Gasoline tax revenue also is lagging behind projections. A funding package presented to the state legislature to implement the Oregon Transportation Plan was unsuccessful. Forbes indicated that the department is seeking Commission recommendations on several key areas: the extent of OTP implementation, considering the funding shortfall; regional equity under the OTP; the TIP update, including the length of the program; and the public process for the update.

The Commission directed staff to review the equity of distributing funds to projects and indicated that ODOT should be going in the direction of including all modes of transportation, as directed by the OTP. They asked staff to bring to the September meeting a proposal as to how to include other modes of transportation in the TIP.

The Commission and staff indicated that protecting the current investment in Oregon's transportation infrastructure is ODOT's first priority.

ODOT staff recommended the length of the Transportation Improvement Program be changed to a four years construction program, with a four year development section.

The Commission directed ODOT staff to identify which projects are identified for bonding in the 93-98 TIP, and bring the results to the Commission in September.

ODOT staff suggested that the department assume there will be less than full federal funding and consider under-programming to provide for contingencies. (Eighty percent was mentioned as what will be received this year of the full apportionment.) The Commission directed staff to put together a proposal for a contingency fund, to bring to the September meeting.

All region managers, in the short term, were directed to discuss program cutbacks and phase-in of the OTP with key stakeholders.

Loyd Henion, Planning Section, gave a presentation to the Commission on possible administrative actions for optimizing pavement life in Oregon (see attached). The Commission directed the region managers to review Loyd Henion's presentation and to provide their recommendations on how to proceed.

ODOT staff will be bringing recommendations to the Commission at the September meeting and will continue the discussion at that time.

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Chairman Hollern adjourned the meeting at 10:55 a.m.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Katie Thiel
Communications Branch

absent from 1'n
Roger L. Breezley, Member

August 18, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT A | MINUTES OF AUG 1 8 1993

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your office records:

1. Request for authorization to enter into a Personal Services Contract in the amount of $30,000 with John (Jack) Y. Lansing, Aviation Consultant, to implement the necessary management and administration of the Aurora State Airport. To oversee the safety and development of the Airport and the surrounding lands. To work closely with the aviation community and negotiate appropriate and correct leases of state-owned lands. Work to establish an Airport Action or Advisory Committee under the guidance of the Aeronautics Manager. Consultant will perform other duties as instructed by the Aeronautics Manager or Community Airports Branch Manager in promoting aviation. (Approved by Wanda Kennedy, July 13, 1993. Authorize Aeronautics Manager to sign Contract.)

Dated this 21st day of July, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

731-0216(12-80)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT A | MINUTES OF AUG 1 8 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorize me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

1) Sole source personal service contract with Horizon Data Systems to provide professional services required to continue the support of the interim DMV on-line system on the ODOT mainframe. Horizon Data Systems is uniquely qualified to provide support for the marriage of two completely different software systems. The total cost of the contract is $50,000 to provide support during the 1993-95 biennium. (Authorize Information Systems Branch Manager to award and sign contract.)

Dated this 12TH day of July, 1993

Michael P. Hollern, Chairman
Oregon Transportation Commission

July 8, 1993

731-0314(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	AUG 1 8 1993

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

BARGER DRIVE-ROOSEVELT BLVD. SECTION OF THE PACIFIC WEST HIGHWAY

6184001	Clifford J. Parker, Lester W. Erb, Trustee	Offer: $ 177,275.00

MCCUTCHEON AVENUE-PERKINS ROAD SECTION OF THE TERRITORIAL HIGHWAY

6143005	Donald and Christine Stair	Offer: $ 14,500.00

NE 181ST-NE 223RD AVENUE SECTION OF THE COLUMBIA RIVER HIGHWAY

6092016	Arnold W. and Mary Schmautz	Offer: $ 328,600.00
6092019	Norman Hobbs	$1,550,000.00

TRAIL CASEY STATE PARK SECTION OF THE CRATER LAKE HIGHWAY

59182	James C. and Mary J. Curran	Offer: $ 5,750.00

Dated this 28th day of July, 1993.

Steve Green, Manager
Right of Way Section

731-0314A (10-90)

11559

CONFIRMATION REPORT OF ACTION UNDER DELEGATED AUTHORITY

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission(Delegation Order No. 35,paragraph 2) and subdelegated to the Maintenance/Construction Engineer (Subdelegation Order No. HWY-1, Paragraph 1),the following contracts were accepted as completed according to specifications:

Contract Number	Section	County	Contractor	Acceptance Date
11274	Paulina Rock Production	Crook	R. J. Taggart Construction	July 30, 1993
11272	Mayville Rock Production	Gilliam	Portable Rock Production Co.	July 30, 1993
11227	Tualatin Valley Hwy - 17th St McMinnville	Yamhill	Rowell & Wickersham	July 30, 1993
11210	Norwood Road - Powers Road(Bend)	Deschutes	J.C. Compton Contractor, Inc.	July 30, 1993
11204	Ochoco Reservoir - Rocky Butte Rd	Crook	R. L. Coats	July 30, 1993
11198	Willow Creek - Central Oregon Highway	Malheur	McCafferty - Whittle	July 30, 1993
11193	Cogswell Hill Slide(Thurston)	Lane	Delta S&G Co. & Babb Const.	July 30, 1993
11191	Bennett Road - Scappoose/Vernonia Road	Columbia	Morse Bros., Inc.	July 30, 1993
11179	SE 8th St - SE 10th St (Hermiston)	Umatilla	Blue Mountain Paving Co.	July 30, 1993
11173	Halls Creek Bridge	Coos	Ross Bros. & Company, Inc.	July 30, 1993
11160	Jasper Street - Myers Lane(Medford)	Jackson	LTM, Inc.	July 30, 1993
11159	25th Street - Airport Road(Salem)	Marion	Roy L. Houck Construction	July 30, 1993
11146	Parker, Winant and Johnson Slough Bridges	Lincoln	Concrete Enterprises	July 30, 1993
11138	Belt Line Highway - Barger Ave.(Eugene)	Lane	Wildish Paving Co.	July 30, 1993
11136	North Slough Passing Lane	Coos	Bracelin - Yeager Excavating	July 30, 1993
11126	W.C.L. John Day - Canyon Creek	Grant	Dice Construction, Inc.	July 30, 1993
11118	Hawthore Bridge(Truss & Lift Spans)	Multnomah	Christie Constructors, Inc.	July 30, 1993
11117	Troutdale - Deschutes River	Various	David A. Mowat Company	July 30, 1993
11095	Mill City - Gates	Marion	Fabricators, Incorporated	July 30, 1993
11089	Auto Vehicle Class. & Weigh-in-Motion	Various	Marmolejo Contractors, Inc.	July 30, 1993
11049	Upper Boones Ferry Road Intch. - E Portland Interchange	Washington	Wildish Standard Paving Co.	July 30, 1993

EXHIBIT C
MINUTES OF AUG 18 1993

11790

10992	Sawtell Road - M.P. 29	Polk	William L. Pepper Construction	July 30, 1993
10979	Stump Lake - Windigo	Douglas	Roseburg Paving Co.	July 30, 1993
10442	Sunnyside Road - Lawnfield Road (Unit 1)	Clackamas	West Coast Structures	July 30, 1993
10964	N Santiam State Park - Mill City	Marion	James W. Fowler Co.	July 30, 1993
10877	Swift Interchange - Delta Park Interchange	Multnomah	Kiewit Pacific Co. - Marmolejo Cont, AJV	July 30, 1993

EXPENDITURE RECAP	Above Projects	FY to Date
Original Authorization	$ 53,810,765.00	$ 53,810,765.00
Anticipated Costs	$ 53,571,396.00	$ 53,571,396.00
Percentage Overrun (Underrun)	-0.44	-0.44

Wayne F. Cobine Date 7/30/93

Wayne F. Cobine, Manager Operation Support Services

DA:da DELAUTH

11561

EXHIBIT C
MINUTES OF AUG 18 1993

EXHIBIT C
MINUTES OF AUG 1 8 1993

Construction Contracts finaled by Operations Support Section
Overrun/Underruns for Fiscal Year 1993-94[July 1]

REGION	Current FY 1 Month to Date		TOTAL	AVE % by REGION	Prior FY Totals Ending 6/93		AVE % by REGION
	-	+			-	+	
1	4	2	6	-2.54	24	20	1.21
2	4	3	7	8.33	22	8	6.24
3	3	3	6	-0.04	17	7	-2.53
4	4	0	4	-3.06	17	3	0.14
5	1	2	3	-4.19	18	8	-0.60
TOTAL	16	10	26	-0.61	98	46	2.16

- \- Projects underrunning Origninal Authorization
- \+ Projects overunning Origninal Authorization

This information is based on overrun or underrun of Original Authorization.
Includes Local Government projects administered by ODOT.

7/30/93

11562

TRANSPORTATION COMMISSION

Minutes
of the
OREGON TRANSPORTATION COMMISSION

Tour and Dinner
September 14, 1993

Formal Meeting and Lunch
September 15, 1993

Medford, Oregon

• • • •

Vice-Chair Whitty moved for approval of the following items on the consent calendar, and the motion carried unanimously by the Commission:

1) Minutes of the August 18, 1993 Commission meeting.

2) Adopted resolution for authority to acquire real property by purchase, condemnation, agreement or donation. (Right of Way Resolution No. 2863 in Commission files, Salem.)

3) Approved a request to pursue a $500,000 grant application with FHWA to evaluate nonintrusive detection systems on Portland area freeways. If Oregon is the selected state, $200,000 will be available in FY 1993 and the balance in FY 1994. The study results of this grant application will also enable ODOT to select the proper detection system which will be used in conjunction with ODOT's Freeway Management Program and the data collection requirements of the Intermodal Surface Transportation Efficiency Act.

4) Approved a request that a no-passing zone be established on the Oregon Coast Highway (U.S. 101) at Cape Creek Tunnel, north of Florence. Although horizontal or vertical sight distance deficiencies normally associated with no-passing zones are not present at Cape Creek Tunnel, the need for a no-passing zone is based on the diminishing lighting and the lateral constrictions imposed by the tunnel walls.

5) Approved a Financial Aid to Municipalities (FAM) program grant to the City of Ashland in the amount of $5,000. This money, combined with the local match, will allow the city to obtain federal funding for capital construction improvements at the Ashland Municipal Airport.

6) Approved a request for an additional $1,000 in authorization for the state's share of the Westview Products Immediate Opportunity Fund Project in Dallas. The original request for the funding came from the Economic Development Department. The request was for "50% funding or $14,632." The total project cost was estimated at $31,264. In the process of writing the project agreement, the typographical error was discovered. The original approval should have been for $15,632.

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Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Director of Transportation	Exhibit A
Human Resource/Organization Development Manager	Exhibit B
Financial Services Manager	Exhibit C
State Highway Engineer	Exhibit D
Program/Project Management Services Manager	Exhibit E
Traffic Engineer	Exhibit F
Operations Support Manager	Exhibit G
Bridge Engineer	Exhibit H
Region 1 Manager	Exhibit I
Region 2 Manager	Exhibit J
Region 3 Manager	Exhibit K
Region 4 Manager	Exhibit L
Driver and Motor Vehicle Services Manager	Exhibit M
Engineering Services Engineer	Exhibit N
Transportation Development Manager	Exhibit O
Financial Systems Manager	Exhibit P

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Confirmed next meeting dates as Wednesday, October 20, at 8:30 a.m. in Salem.

Confirmed the annual Commission/staff workshop on Monday, November 1 and Tuesday, November 2 at the Silver Falls Conference Center.

Set the following meeting for Wednesday, November 17 in Salem.

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Director Don Forbes recognized several ODOT management staff changes.

Deputy Director Bill Anhorn retires effective October 1, 1993.
The new Deputy Director will be Ken Husby.
The new Transportation Development Branch Manager is Michal Wert.

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Don Forbes requested approval to use Immediate Opportunity Funds (IOF) monies for a project in the City of Hillsboro. The project stems from the consolidation of Intel Corporation and expansion of its Personal Computer Enhancement Division. Total cost is estimated to be $1,040,000, with the IOF amount to be $500,000 for signalization of three intersections and roadway modifications. The project is recommended by the Economic Development Department.

Commissioner Brody moved for approval and the motion carried unanimously.

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Representative Nancy Peterson spoke to the Commission regarding the City of Prospect. She requested some signs be posted on Highway 62 to direct tourists to Prospect.

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Judy Gregory, Manager of Human Resource/Organization Development Branch, requested approval of the following DBE Supportive Services actions:

- An interagency agreement between ODOT and the Port of Portland (Port) through which the Port will contribute the sum of $100,000 toward the cost of providing supportive services to DBEs, WBEs and MBEs that are performing and/or are attempting to participate in non-FHWA funded contracts awarded by the Port and ODOT. The Commission authorized the Deputy Director to sign any necessary agreements.

- Amend a June 16, 1993 action by authorizing the Human Resource and Organization Development Manager to issue an RFP for DBE, WBE and MBE Supportive Services for FY94 and the cost of services to be jointly funded by ODOT ($115,000), and the Port ($100,000). The Commission authorized the Deputy Director to sign a one-year contract not to exceed $215,000, with a possible one-year extension through December 30, 1995.

Vice-Chair Whitty moved for approval and the motion carried unanimously.

• • •

Judy Gregory requested approval of an extension to the limitation on agreement number 11,756 with Chemeketa Community College from $115,000 to $230,000. This agreement was originally approved by the Commission in March 1993. It allows the department to use one flexible service agreement rather than process personal service contracts for each course, instructor or consultant the department may use.

Commissioner Brody moved for approval and the motion carried unanimously. The Commission authorized the Human Resource/Organization Development Branch Manager to sign the necessary agreements.

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Michal Wert, Transportation Development Branch Manager, requested approval of the Oregon Department of Energy's Telecommute Work Program for the period October 1, 1993 to June 30, 1995 in the amount of $256,000 in STP funds, with match to be provided by Oregon Department of Energy.

Kathy King, Oregon Department of Energy, gave an overview of the program. The program would encourage employers to use telecommuting to reduce employee vehicle miles traveled.

Commissioner Brody moved for approval and the motion carried unanimously. The Commission authorized the Public Transit Manager to sign an interagency agreement.

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Vice-Chair Whitty moved for approval and the motion carried unanimously.

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Kathy King, Oregon Department of Energy, gave an overview of the program. The program would encourage employers to use telecommuting to reduce employee vehicle miles traveled.

Commissioner Brody moved for approval and the motion carried unanimously. The Commission authorized the Public Transit Manager to sign an interagency agreement.

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Larry Christianson, Roadway Safety Program Coordinator, Traffic Safety Section, commemorated a section of highway on behalf of Commissioner Cynthia Ford. The section is on Highway 62 between I-5 and Eagle Point. There were 13 fatalities on this section of highway in the 16 month period prior to September 1989.
Since designating this a safety corridor, by lowering the speed limit and increasing traffic enforcement, there have been no fatalities.

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Arlene Post, Communications Branch Manager, requested approval to solicit proposals for consultant services for federal representation for the period January 1, 1994 through September 30, 1995, with the option for two, one-year extensions to the contract. The initial contract would not exceed $190,000. The current contract expires December 31, 1993.

Vice-Chair Whitty moved for approval and the motion carried unanimously. The Commission authorized the Director to sign the contract.

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Jane Hardy Cease, Driver and Motor Vehicle Services (DMV) Branch Manager, requested approval for DMV to enter into a contract with DMR, Inc. to design, construct and implement DMV's new licensing system, to extend a contract with PRODATA, Inc. to cover the entire 93-95 biennium, and to request a total increase in Other Funds expenditure limitations of $13,897,554 and $7,048,870 from the State Emergency Board.

Bob Batdorf, Quality Assurance Auditor for Executive Consulting Group, explained the risks involved in the project.

Commissioner Brody moved for approval and the motion carried unanimously. The Commission authorized the Driver and Motor Vehicle Services Manager to award and sign the new contract, sign the extension with PRODATA, Inc. and request funds from the State Emergency Board.

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Jane Hardy Cease requested approval to enter into a joint-services contract for DMV's special investigator. The effective date of the contract is October 1, 1993 to June 30, 1995, for an amount not to exceed $90,000. The contract is a joint venture of the Human Resource/Organization Development Branch ($10,000) and DMV ($80,000).

Vice-Chair Whitty moved for approval and the motion carried unanimously. The Commission authorized the Driver and Motor Vehicle Services Manager and the Human Resource/Organization Development Manager to sign the contract.

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Bill Anhorn, Deputy Director, requested approval to add two projects to the current construction program.

- Add the Rogue Valley Highway at Walker Avenue project to the 1995 construction program. The project is estimated to cost $226,000. Federal Highway Enhancement System (HES) funds, which can only be spent on safety projects similar to this one, are available to construct the project.

- Add the Region 5 Mailbox Support Project to the 1994 construction program at an estimated cost of $388,000. The project is located on various highways throughout the region. Federal Enhancement System (HES) funds are available for the project.

Vice-Chair Whitty moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign any needed agreements.

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Bill Anhorn requested approval for consultant services in the preliminary engineering and construction engineering phases of ODOT's work, for a total of $7,247,000. The services reflect a reduced volume of work from earlier projections, but work that is beyond staff capacity and is in areas more suited to consultant services. The Rex Hill-Dayton Junction project at a cost of $750,000 originally listed, has been deleted.

Commissioner Brody moved for approval and the motion carried unanimously. The Commission authorized the State Highway Engineer to sign the necessary agreements.

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A workshop was held to discuss the current and upcoming Transportation Improvement Program (TIP). Don Forbes gave an overview of the previous two TIP workshops which focused on four key areas: how to implement the Oregon Transportation Plan (OTP) with the reduced level of funding, how to honor the concept of region equity, how to handle the upcoming update for the Transportation Improvement Program (TIP), and how to handle the public involvement process for the TIP.

Don Forbes then led a workshop that also included the topics of program downsizing, priorities for retaining projects in the construction program, region equity, integration of alternate modes, OTP phase-in, 1995-98 TIP - STP/CMAQ funds designated for alternate modes, bonding and optimizing pavement life. (An outline of the workshop is attached.) The Commission approved the staff recommendations, with several exceptions as noted below.

The Commission instructed that ODOT keep the bonding level at $54 million, rather that the $100 million level assumed in the 1993-1998 TIP. These bonds would be for projects in the current program on the Sunset Highway that support the Westside LRT.

The Commission asked for more information on bonding rules and levels. This is to be presented at the next meeting.

Commissioner Brody suggested ODOT look at multi-modal equity in the statewide Transit study, when considering total region equity. The results could be used in the next TIP update.

Bruce Warner commented that ODOT spends more than shown in the workshop handout on alternate modes. As an example, many projects include bicycle and pedestrian facilities.

Don Forbes requested as part of the OTP Phase-In, that ODOT allow balances in the Immediate Opportunity Fund (IOF) to reach $15,000,000 before returning funds to the highway program and that ODOT should broaden the uses for the IOF. In accepting the broadening of the IOF, the Commission directed staff to keep the fund balance at no greater than $10,000,000 instead of $15,000,000.

The Commission supported the recommendations made by staff for the short-term strategies for optimizing pavement life, as presented in the workshop outline. Long-term strategies are to be brought back at a future meeting.

Don Forbes indicated there are not specific suggestions at this point regarding the public involvement process, but more may be available by the October meeting.

Susan Brody stated that, as part of the public involvement, it's ODOT's job to educate the public about the Oregon Transportation Plan.

The Region Managers contacted their constituents to gather input on priorities of delaying or deleting projects. Some of the comments received were as follows:

When projects are cut, constituents want to know whether they are going to be delayed or will they be deleted.
People feel comfortable working with the regions on prioritizing projects.
Constituents are ready for the alternate modes shift.
Constituents are greatly concerned about modernization projects being dropped and don't want their projects cut.
Overall, constituents like the vision of the OTP, and Region equity was supported.

The regions plan to work with local governments and private stakeholders when making recommendations for cuts.

Chairman Hollern suggested that cutting the program to a realistic level before the draft improvement program goes out would help focus the comments of the public.

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Gary Shaff, Rogue Valley Council of Governments; Brent Thompson, City of Ashland; and Andy Cotugno, Metro; spoke to the Commission on the workshop. (Testimonies on file in Commission files, Salem.)

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Chairman Hollern adjourned the meeting at 12:05 p.m.

The Commission held a lunch with the Medford City Council members.

Michael P. Hollern, Chairman

John Whitty, Vice Chairman

Susan Brody, Member

Cynthia J. Ford, Member

Communications Branch

Roger L. Breezley, Member

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
A	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission by a duly adopted delegation order authorized the Director to act in its behalf on approving and executing the following actions and report these actions for your official records:

1) On May 25, 1993, approved a personal services contract with Open Systems Engineering, Inc. for design of physical work area for Integrated Help Desk on the fourth floor of the Revenue Building. The cost is $4,150 with a start date of June 1 through June 14, 1993.

2) On May 28, 1993, signed an amendment with Ball, Janik & Novack for continued Federal representation in Washington, D.C. Amendment extends contract to December 31, 1993, and increases amount by $53,130 to a new total not to exceed $379,121. (Transportation Commission approved May 19, 1993.)

3) On June 2, 1993, a personal service contract was approved on the Director's behalf with Help Desk Institute to lead in planning for implementation of an integrated help desk. Cost not to exceed $8,210. Effective June 2, 1993, to June 15, 1993.

Dated this 3 day of July, 1993

Donald E. Forbes, Director
Department of Transportation

July 23, 1993

731-0314A(12-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organization Development, the following actions were taken:

1) On May 17, 1993, approved an amendment with Salem YMCA covering Sunstone child care services. Amendment extends time to June 30, 1994. (Transportation Commission approved original concept on March 21, 1989.)

2) On May 19, 1993, signed a personal service contract with Navran Associates in the amount of $75,000 for analysis, design, development and implementation of the employee development and training functions for the Department. This contract is effective May 26, 1993, to December 31, 1993. (Transportation Commission approved February 17, 1993.)

3) On June 11, 1993, approved an amendment to conduct team building sessions and to train facilitators to conduct team building sessions. Extends completion time to September 30, 1993. (Chairman Hollern approved original contract on January 21, 1992.) (Gossard-Pyron contract)

Dated this 5th day of August, 1993

Judy Gregory
Manager, Human Resource and Organization Development

July 23, 1993

731-0314A (10-90)

11572

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
B	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the Director from the Oregon Transportation Commission, subdelegated to Assistant Director for Administration, now reorganized as Manager, Human Resource and Organization Development, the following action was taken:

1) On June 25, 1993, signed amendment No. 2 with J.M. Colosimo Associates, Inc. covering the preparation of employee survey results and facilitation of management team building services. Amendment extends contract to July 31, 1993. (Chairman Hollern approved the original contract on May 30, 1991.)

Dated this 20th day of August, 1993

Judy Gregory
Manager, Human Resource and Organization Development

August 5, 1993

731-0314 (10-90)

11870

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of Financial Services, the following action was taken:

1) On May 20, 1993, signed a personal service contract with Pilot Software for two four-day courses entitled: "Command Center Fundamentals" on June 7-10 and "Building A Custom EIS" on September 13-16, 1993, at $20,000. (R. D. Manthe signed for Tony Lewis. Chairman Hollern approved April 12, 1993.)

Dated this 3 day of August, 1993

Tony Lewis

Tony Lewis
Manager of Financial Services

July 27, 1993

731-0314 (10-90)

11574

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
C	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority from the Oregon Transportation Commission the following action was taken:

1) On May 28, 1993, signed a personal services contract with Preston, Thorgrimson, Shidler, Gates & Ellis covering special assistant attorney general to act as a Bond Counsel for the Department. Cost not to exceed $80,000. (Approved by Oregon Transportation Commission on May 19, 1993.).

Dated this 18 day of August, 1993

Tony Lewis

Tony Lewis
Manager of Financial Services

August 5, 1993

731-0314 (10-90)

11573

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On April 30, 1993, signed an amendment with David C. Smith & Associates, Inc. to provide photogrammetric mapping services. Amendment extends completion date to June 30, 1994, and increases total by $50,000 to a new sum not to exceed $150,000. (Transportation Commission approved April 17, 1991.)

2) On April 30, 1993, signed an agreement with the City of St. Helens providing for the construction of the Oregon Way to West Street Section of the Deer Island Road Bikeway. State's share of the cost shall not exceed $18,200 or 80 percent of the total project cost, whichever is lesser. (Transportation Commission approved November 17, 1992, as part of the Fiscal Year 1994 Bikeway Program.)

3) On April 30, 1993, signed an amendment with Spencer B. Gross, Inc. to provide photogrammetric mapping services to the Roadway Section personnel. Amendment extends contract to June 30, 1994, and increases cost by $50,000 to a new sum not to exceed $150,000. (Transportation Commission approved April 17, 1991.)

4) On May 12, 1993, signed an agreement with the City of Tigard covering construction of the Scholls Ferry Road-Walnut Street Section of the 121st Avenue Bikeway Project.. State's share of the cost shall not exceed $50,000 or 80 percent of the total project cost, whichever is less. (Transportation Commission approved November 17, 1992, as part of the Fiscal Year 1994 Bikeway Program.)

5) On May 14, 1993, signed an agreement with the City of Pendleton covering the reconstruction of Main Street, which crosses the Pendleton and Pendleton-John Day Highways at four locations. (Transportation Commission approved as part of the Six-Year Transportation Improvement Program on July 21, 1992.)

6) On May 14, 1993, approved an amendment with CH2M Hill Northwest Inc. covering environmental services on a project-by-project basis. Amendment extends completion time to December 30, 1993, and modifies the rates. (Transportation Commission approved original contract on July 25, 1989.)

7) On May 14, 1993, signed an agreement with Oregon State University for the implementation of SHRP Asphalt Research Results: Binder Tests. Cost not to exceed $86,501. (Transportation Commission approved March 17, 1993.)

8) On May 18, 1993, signed an agreement with Mid Willamette Valley Council of Governments for conducting a comprehensive transportation systems planning process in the Salem urbanized area. (Transportation Commission approved December 15, 1992.)

9) On May 20, 1993, signed an agreement with Association of Oregon Counties for administering the Surface Transportation Program. (Transportation Commission approved April 22, 1993.)

10) On May 21, 1993, signed an agreement with the City of La Grande and Quelle Corporation covering a Traffic Impact Study. State share of the cost shall not exceed $5,000 of the total project.

11) On May 21, 1993, signed a personal services contract with BRW, Incorporated, covering the Mt. Hood Corridor Study and Corridor Environmental Impact Statement. Cost not to exceed $690,000. (Transportation Commission approved May 21, 1992.)

12) On May 21, 1993, signed an agreement with the City of Salem providing for the cooperative improvement of Edgewater Street and the transfer of the jurisdiction and maintenance of this section to the City. (Transportation Commission approved on April 22, 1993.)

13) On May 24, 1993, signed a personal service contract with Pavement Services, Inc. covering pavement design services. Cost not to exceed $75,000. (Transportation Commission approved May 21, 1992.)

14) On May 26, 1993, signed an amendment with OBEC Consulting Engineers covering the inspection of covered bridges for Area 9203. Amendment updates the indemnification language to the new agreed upon format and changes the scope of work. (Transportation Commission approved on April 17, 1991.)

15) On May 26, 1993, signed an amendment with HDR Engineering, Inc. covering the bridge inspection services for Area 9206. Amendment updates the indemnification language to the new agreed upon format and changes the scope of work. (Transportation Commission approved on April 17, 1991.)

16) On May 26, 1993, signed an amendment with Burgess & Niple, Limited covering bridge inspection services in Area 9202. Completion time extended to March 31, 1994, and updates language in contract. (Transportation Commission approved on April 17, 1991.)

17) On May 26, 1993, signed an agreement with Metro to participate in the funding of transportation planning activities in the Portland area. (Transportation Commission approved December 15, 1992.)

18) On May 26, 1993, signed an agreement with the City of Jacksonville covering Jacksonville Transportation System Plan. (Project approved by Transportation Commission on March 17, 1993.)

19) On June 1, 1993, signed a contract with CH2M Hill Northwest Inc. for West 11th Avenue-NCL (Eugene) Phase II preliminary engineering for Stages I and II. Cost not to exceed $600,989.80. (Transportation Commission approved September 18, 1990.)

20) On June 3, 1993, signed an agreement with the City of The Dalles covering a proposal to improve existing roadway on portions of Mosier-The Dalles Highway and I-84 Frontage Road Project. (Transportation Commission approved July 21, 1992, as part of Six-Year Highway Improvement Program.)

21) On June 3, 1993, signed an agreement with the City of Oregon City covering the preparation and publication of the Oregon City Bicycle Plan. State share will not exceed $6,000 or 50 percent of the actual cost, whichever is the lesser. (Project approved by Transportation Commission on November 17, 1992, as part of Fiscal Year 1994 Bikeway Program.)

22) On June 3, 1993, signed an agreement with the City of Oregon City covering the construction of the Jackson Street to Warner Parrott Road Section of the Linn Avenue Bikeway Project and development of the Oregon City Bicycle Plan. State share not to exceed $50,000, or 80 percent of the total project cost, whichever is lesser. (Transportation Commission approved this project on November 17, 1992, as part of Fiscal Year 1994 Bikeway Program.)

23) On June 4, 1993, signed a personal service contract with Mike Ragsdale for real estate advisory covering the Region 1 new headquarters facility. Cost not to exceed $130,000. (Transportation Commission approved on April 22, 1993.)

24) On June 4, 1993, signed an amendment with Jeanne Lawson & Associates covering the public involvement services on the Westside Corridor Project on the Sunset and Beaverton-Tigard Highways in Washington and Multnomah Counties. Amendment extends contract to June 30, 1994. (Transportation Commission approved original contract on December 18, 1991.)

25) On June 7, 1993, signed a personal service contract with Olson Engineering Inc. covering Klamath River Bridge crosshole sonic logging of drilled shaft. Effective June 7, 1993, to December 31, 1993. (Chairman Michael P. Hollern approved this contract on April 2, 1992.)

26) On June 8, 1993, signed an amendment with Fishman Environmental Services for biological research and documentation. Completion time extended to December 31, 1993. (Transportation Commission approved original contract on March 20, 1990.)

11579

27) On June 14, 1993, signed an amendment with Bergman Photographic Services Inc. covering vertical aerial photography services. Amendment extends time to June 30, 1994, and increases cost by $42,500. (Transportation Commission approved on May 21, 1992, and April 22, 1993.)

28) On June 14, 1993, signed an agreement with Deschutes County and the City of Bend covering the construction of the Bend Parkway which would define a new route for The Dalles-California Highway. (Approved by the Transportation Commission on July 21, 1992, as part of the Six-Year Transportation Improvement Program.)

29) On June 14, 1993, signed an amendment with WAC Corporation covering the performance of aerial photography for preliminary engineering work on project developments. Completion time has been extended to June 30, 1994. Increase of funds to $85,000. (Transportation Commission approved May 21, 1992, and additional funds were approved on April 22, 1993.)

30) On June 15, 1993, signed an agreement with Jackson County for rehabilitation of the Wimer Covered Bridge. State share shall not exceed $1,192. (Transportation Commission approved on December 17, 1991.)

31) On June 15, 1993, signed an agreement with Jackson County covering maintenance on the Wimer Covered Bridge. State share shall not exceed $7,037. (Transportation Commission approved on December 17, 1991.)

32) On June 15, 1993, signed an agreement with League of Oregon Cities establishing guidelines and working procedures for administering the Surface Transportation Program. (Transportation Commission approved on April 22, 1993.)

33) On June 18, 1993, signed an agreement with Lane County covering improvements to the Lowell Covered Bridge. State shall reimburse County 50 percent of eligible project costs up to a maximum amount of $13,334.00. (Transportation Commission approved on December 17, 1991.)

34) On June 23, 1993, signed a personal service contract with CH2M Hill Northwest, Inc. covering archeological, cultural and historic resources research and documentation. (Transportation Commission approved on May 21, 1992.)

35) On June 24, 1993, signed a personal service contract with Heritage Research Associates, Inc. covering archeological, cultural and historic resources research and documentation. (Transportation Commission approved on May 21, 1992.)

36) On June 25, 1993, signed a personal service contract with Squier Associates for the Green Timber Road to Pacific City geotechnical investigation. Cost not to exceed $150,000. (Transportation Commission approved on November 17, 1992.)

Dated this 3 day of August, 1993

for William Anhorn
State Highway Engineer

July 26, 1993

11691

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Prairie City-Austin Junction Section of the John Day Highway in Grant County. Bids received on May 13, 1993. Contract No. 11,325 awarded on May 19, 1993, to J. C. Compton Contractor, Inc., McMinnville, at $6,829,132.75.

2) Paving on the Fremont Jct.-Hackett Drive Section of The Dalles-California Highway in Deschutes and Klamath Counties. Bids received on May 13, 1993. Contract No. 11,331 awarded on May 19, 1993, to R. L. Coats, Bend, at $824,090.00.

3) Work on the Santiam River (Northbound) Bridge Section of the Pacific Highway in Marion and Linn Counties. Bids received on May 27, 1993. Contract No. 11,334 awarded on June 24, 1993, to Ross Bros. & Company, Inc., Salem, at $9,231,968.67.

4) District 12 Paving Project in Umatilla County. Bids received on May 27, 1993. Contract No. 11,338 awarded on June 23, 1993, to Blue Mountain Paving Co., Hermiston, at $586,032.75.

5) Paving on the Siuslaw River-Douglas County Line Section of the Oregon Coast Highway in Lane County. Bids received on May 27, 1993. Contract No. 11,339 awarded on June 24, 1993, to Bob Angell, Inc., Coos Bay, at $937,415.75.

6) Work on the Clackamas Highway-Gladstone Interchange (Unit 2) Section of 82nd Drive in Clackamas County. Bids received on May 27, 1993. Contract No. 11,340 awarded on June 24, 1993, to Wildish Standard Paving Co., Eugene, at $1,493,816.00.

7) Work on the Eastside Bypass (Klamath Falls) Phase 2 Section, Malin Jct.-North Poe Valley Road Section and Merrill WCL-California State Line Section of the Klamath Falls-Malin, Klamath Falls-Lakeview and Hatfield Highways in Klamath County. Bids received on May 27, 1993. Contract No. 11,341 awarded on June 24, 1993, to Klamath Pacific Corp., Klamath Falls, at $1,657,097.80.

8) Work on the Maller Road-Glencoe Road Section of Sunset Highway in Washington County. Bids received on May 27, 1993. Contract No. 11,342 awarded on June 24, 1993, to Morse Bros., Inc., Lebanon, at $2,256,756.00.

9) Work on the Elkhead Road Interchange-Rice Hill Interchange Northbound Section of the Pacific Highway in Douglas County. Bids received on May 27, 1993. Contract No. 11,343 awarded on June 25, 1993, to Hamilton Construction Co. (Oregon), Springfield, at $3,150,027.00.

10) Work on the Azalea-Jumpoff Joe Section of the Pacific Highway in Douglas and Josephine Counties. Bids received on May 27, 1993. Contract No. 11,344 awarded on June 24, 1993, to Kiewit Pacific Co., Vancouver, WA, at $5,177,321.00.

11) Argay Downs Sound Wall Section of the Columbia River Highway in Portland, Multnomah County. Bids received June 10, 1993. Contract No. 11,347 awarded on June 30, 1993, to Coral Construction Company, Wilsonville, at $126,065.00.

12) Work on the Hooker Creek Bridge Section of the I.O.N. Highway in Malheur County. Bids received June 10, 1993. Contract No. 11,348 awarded on June 30, 1993, to Concrete Enterprises, Inc., Keizer, at $190,800.00.

13) Work on the Tualatin River Bridge No. 1417N Section of Pacific Highway West in Washington County. Bids received on June 10, 1993. Contract No. 11,349 awarded on June 30, 1993, to Hamilton Construction Co. (Oregon), Springfield, at $341,087.75.

14) Paving on the South Chetco River Road-Robin Lane Section of the Oregon Coast Highway in Curry County. Bids received on June 10, 1993. Contract No. 11,350 awarded on June 30, 1993, to Tidewater Contractors, Inc., Brookings, at $590,749.50.

15) Work on the Klamath Falls/Malin Highway-Green Springs Highway Section Modoc Point NCL Klamath Falls Section, Midland-California State Line Section and the Chiloquin Highway Section on The Dalles-California and Chiloquin Highways in Klamath County. Bids received on June 10, 1993. Contract No. 11,351 awarded on July 2, 1993, to Roy L. Houck Construction Co., Salem, at $4,683,761.25.

Dated this 3 day of August, 1993

for William Anhorn
State Highway Engineer

July 15, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On May 18, 1993, signed an agreement with City of Pendleton and Umatilla County covering the construction of Southgate-Quinney Avenue Section of the Montee Drive Bikeway and street improvement project. (Transportation Commission approved on December 17, 1991 as a part of Fiscal Year 1993 Bikeway Program.)

2) On May 24, 1993, signed an agreement with Washington Department of Transportation covering a joint corridor study on route US-395 between Tri-Cities and the City of Pendleton. (Chairman Hollern approved this contract on February 28, 1993.)

3) On May 25, 1993, signed amendment No. 1 with DKS Associates covering ramp meter monitoring system. Amendment extends contract to October 31, 1993. (Transportation Commission approved original contract on July 21, 1992.)

4) On May 26, 1993, signed amendment No. 1 with CH2M Hill Northwest, Inc. covering bridge inspection services in Area 9201. (Transportation Commission approved on April 17, 1991.)

5) On May 26, 1993, signed amendment No. 1 with Alpha Engineering Group, Inc. covering bridge inspection services in Area 9204. (Transportation Commission approved original contract on April 17, 1991.)

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6) On June 15, 1993, signed a personal services contract with Dorman & Company covering land use, economic, social and related research and documentation. Cost not to exceed $100,000. (Transportation Commission approved on May 21, 1992.)

7) On June 17, 1993, signed a personal services contract with Resolutions International covering project partnering. Cost shall not exceed $25,000. (Chairman Hollern approved this contract on October 9, 1992.)

8) On June 17, 1993 signed a personal services contract with Turbo Management Systems covering project partnering. Cost shall not exceed $25,000. (Chairman Hollern approved this contract on October 9, 1992.)

9) On June 17, 1993 signed an agreement with Lane Council of Governments covering the transportation planning process in the Eugene-Springfield Urbanized Area from July 1, 1993 to June 30, 1994. (Transportation Commission approved on June 16, 1993.)

10) On June 17, 1993, signed an agreement with Rogue Valley Council of Governments covering the transportation planning in the Medford Urbanized Area from July 1, 1993 to June 30, 1994. (Transportation Commission approved on June 16, 1993.)

11) On June 17, 1993, signed an agreement with Mid-Willamette Valley Council of Governments covering the transportation planning process in the Salem Urbanized Area from July 1, 1993, to June 30, 1994. (Transportation Commission approved on June 16, 1993.)

12) On June 18, 1993, signed amendment No. 15 with University of Oregon authorizing expenditures of $519,093 for data recovery of one archeological site on the Bend Parkway Project in Deschutes County, six archeological sites on the Drews Creek Rd.-Drews Gap Project in Lake County and one site on the Green Springs Hwy.-Midland Junction Project in Klamath County. This agreement also includes funds for site testing on Austin Junction-Baker County Line Project in Grant County. (Transportation Commission approved on June 16, 1993.)

13) On June 21, 1993, signed an agreement with Tillamook County covering enforcement services in the Sandbeach Recreational Area. (Chairman Hollern approved on June 14, 1993.)

14) On June 24, 1993, signed amendment No. 1 with Northwest Analytical, Inc. covering laboratory information management system training. Amendment extends contract to December 31, 1994. (Chairman Hollern approved original on December 2, 1991.)

15) On June 25, 1993, signed an agreement with City of Stayton covering the construction of Schaff Road to Washington Street Section of the Gardner Avenue Bikeway. (Transportation Commission approved on November 17, 1992 as part of the Fiscal Year 1994 Bikeway Program.)

16) On June 28, 1993 signed a personal services contract with CH2A and Associates, Inc. covering on-the-job training supportive services. Cost not to exceed $105,000. (Transportation Commission approved on September 15, 1992.)

17) On June 28, 1993, signed amendment No. 3 with RZA AGRA covering hazardous materials site assessments. Completion time has been extended to January 1, 1994. (Transportation Commission approved original contract on July 17, 1990.)

18) On June 28, 1993, signed amendment No. 3 with Cascade Pacific Engineering, Inc. covering hazardous materials site assessment. Amendment extends contract to January 1, 1994. (Transportation Commission approved original contract on July 17, 1990.)

19) On June 30, 1993, Tom Lulay signed for State Highway Engineer a personal services contract with DGES Consulting Engineers covering on-call bridge design services. Cost not to exceed $300,000. (Transportation Commission approved on May 21, 1992.)

20) On June 30, 1993, Tom Lulay signed for State Highway Engineer amendment No. 2 with METRO covering the transportation study in the Portland Urbanized Area. (Transportation Commission approved on January 20, 1993.)

21) On June 30, 1993 Tom Lulay signed for State Highway Engineer an agreement with Metropolitan Service District covering the transportation planning process in the Portland Area from July 1, 1993, to June 30, 1994. (Transportation Commission approved on June 16, 1993.)

22) On July 1, 1993 Tom Lulay signed for State Highway Engineer amendment No. 1 with Nagao Pacific Architecture covering architectural services regarding modifications on the East Salem Highway Building to comply with requirements of the Americans with Disabilities Act. Amendment extends contract to March 31, 1994. (Chairman Hollern approved additional funds on May 17, 1993.)

23) On July 6, 1993, signed amendment No. 1 with OBEC Consulting Engineers covering environmental phase 1 engineering services from Saunders Lake - Haynes Inlet (Parkway) on the Oregon Coast Highway in Coos County. (Transportation Commission approved original contract on September 18, 1990.)

24) On July 6, 1993, signed amendment No. 3 with Woodward-Clyde consultants covering the Elk Creek Tunnel. (Transportation Commission approved original contract on January 29, 1991, and additional funds were approved on May 21, 1992 and April 22, 1993.)

25) On July 6, 1993, signed amendment No. 8 with Washington Department of Transportation covering the painting of the structural steel on the Columbia River (Astoria-Megler) Bridge (Spans 4 through 19). (Transportation Commission approved as part of the 1991-93 Highway Maintenance budget.)

26) On July 6, 1993, signed a personal services contract with CH2M Hill Northwest covering on-call bridge design services. Cost not to exceed $300,000. (Transportation Commission approved on April 22, 1993.)

27) On July 6, 1993, signed an agreement with City of Salem covering the overlay of Portland Road from its intersection with Hyacinth Street to Lana Avenue. (Transportation Commission approved in July 1992 in the 1993-1998 Transportation Improvement Program.)

28) On July 7, 1993, signed amendment No. 2 with METRO covering the Western Bypass. Amendment revises the proposed work program and budget for prelininary engineering. (Transportation Commission approved project on August 16, 1988, as a part of the Six-Year Highway Improvement Program, and additional approval on July 17, 1990, as a part of the 1991-1996 Six-Year Highway Improvement Program.)

29) On July 9, 1993, signed amendment No. 2 with Tri-Met covering the Westside Corridor Project. (Transportation Commission approved on June 16, 1993.)

30) On July 9, 1993, signed amendment No. 3 with Tri-Met covering the Westside Corridor Project. (Transportation Commission approved on June 16, 1993.)

31) On July 14, 1993, signed a personal services contract with OBEC Consulting Engineers covering on-call bridge design services. Cost not to exceed $300,000. (Transportation Commission approved on April 22, 1993.)

32) On July 14, 1993, signed a personal services contract with HNTB Corporation covering on-call bridge design services. Cost not to exceed $300,000. (Transportation Commission approved on May 21, 1992.)

33) On July 14, 1993, signed a personal services contract with RZA AGRA for materials testing, Region 3. Cost not to exceed $500,000. (Transportation Commission approved on February 17, 1993.)

34) On July 21, 1993, signed a personal services contract with Stuntzner Engineering & Forestry covering on-call field survey, Region 3. Cost not to exceed $100,000. (Transportation Commission approved on February 17, 1993.)

35) On July 23, 1993, signed amendment No. 1 with Century West Engineering covering materials testing, Region 5. Amendment extends contract to July 31, 1994. (Transportation Commission approved original contract on February 19, 1992.)

36) On July 23, 1993 signed amendment No. 1 with Kittleson and Associates, Inc. covering Westside Corridor Project traffic engineering analysis. Amendment extends contract to December 31, 1993. (Transportation Commission approved original contract on May 21, 1992.)

37) On July 28, 1993, signed an amendment with Portland State University for an analysis of the pile-soil-nailed wall interaction covering the Swift-Delta Interchange Project. Amendment extends contract to October 31, 1993. (Chairman Hollern approved the original contract on June 25, 1992.)

Dated this 18th day of August, 1993

William Anhorn
State Highway Engineer

August 4, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on the Corvallis/Lebanon Interchange Section of the Pacific Highway in Linn County. Bids received on June 10, 1993. Contract No. 11,345 awarded on July 29, 1993, to Hamilton Construction Co. (Oregon), Springfield, at $5,301,069.50.

2) Work on the Santiam River (Cascadia State Park) Bridge No. 17350 Section of the Santiam Highway in Linn County. Bids received on June 24, 1993. Contract No. 11,353 awarded on July 14, 1993, to Concrete Enterprises, Inc., Keizer, at $1,019,644.00.

3) Traffic signals on the Rogue Valley Highway at Beall Lane in Jackson County. Bids received on June 24, 1993. Contract No. 11,354 awarded on July 16, 1993, to Marca Electric Inc., Coquille, at $110,672.00.

4) Work on the S.E. Stark Street at 202nd Avenue in Gresham, Multnomah County. Bids received on June 24, 1993. Contract No. 11,355 awarded on July 14, 1993, to Albany Electric, Inc., Albany, at $192,286.00.

5) Work on the S.W. Jean Road-S.W. Madrona Street Unit 2 Section of the Lower Boones Ferry Road in Lake Oswego, Clackamas County. Bids received on June 24, 1993. Contract No. 11,362 awarded on July 23, 1993, to Eagle-Elsner, Inc., Tigard, at $1,661,055.55.

6) Work on the FY 93-94 Road Rehabilitation-Unit A Project on Portland City Streets in Multnomah County. Bids received on June 24, 1993. Contract No. 11,363 awarded on July 14, 1993, to Lakeside Industries, Portland, at $1,315,106.00.

7) Work on the Battle Creek Interchange-North Jefferson Interchange Section of the Pacific Highway in Marion County. Bids received on June 24, 1993. Contract No. 11,365 awarded on July 15, 1993, to Morse Bros., Inc., Lebanon, at $2,650,412.00.

8) Traffic signal on the Rogue River Highway at Parkdale Drive in Josephine County. Bids received on July 22, 1993. Contract No. 11,366 awarded on August 16, 1993, to Schoolhouse R Electrical Construction, Ashland, at $87,968.00.

9) Work on the Scholls Highway at S.W. Jamieson Road in Washington County. Bids received on July 22, 1993. Contract No. 11,367 awarded on August 6, 1993, to Eagle-Elsner, Inc., Tigard, at $105,381.49.

10) Work on the Clear Creek Bridge No. 17346 on the Baker-Copperfield Highway in Baker County. Bids received on July 22, 1993. Contract No. 11,369 awarded on August 6, 1993, to Co-Bridge, Inc., Bend, at $347,371.00.

11) Work on the Big Nestucca River Bridge No. 17433 Section of Blaine County Road in Tillamook County. Bids received on July 22, 1993. Contract No. 11,370 awarded on August 6, 1993, to Holm II, Inc., Stayton, at $949,886.00.

Dated this 24th day of August, 1993

William Anhorn
State Highway Engineer

August 23, 1993

11502

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Program Section, renamed Program/Project Management Services Section, the following actions were taken:

1) On May 5, 1993, signed an agreement with Wallowa County covering the Upper Imnaha Road Project. (Program/Project Management Services Manager approved project on March 31, 1993. Transportation Commission approved July 21, 1992, as part of the Fund Exchange Program.)

2) On May 5, 1993, signed an agreement with City of Baker City covering construction of the 12th, A, B, C and D Street Project. (Program Section Manager approved project March 31, 1993. Project approved by Transportation Commission on July 21, 1992, as part of the Fund Exchange Program.)

3) On May 6, 1993, signed a supplemental agreement with the Lane Transit District covering the construction of a second transit station on the south side of 13th Avenue at Kincaid Street in Eugene.

4) On May 13, 1993, signed an agreement with Benton County covering a proposal to construct a new Mary's River (Harris Road) Bridge #14478. (This project was approved on March 18, 1992, under delegated authority from the Commission.)

5) On May 14, 1993, signed an agreement with the City of Seaside covering all Phases of the Wahana Road project. (Fund Exchange Program was approved by the Transportation Commission on July 21, 1992. Project approved by Manager of Program/Project Management Services on March 4, 1993.)

6) On May 14, 1993, signed a supplemental agreement with Linn County and Marion County covering construction of a new North Santiam River (Gates) Bridge. (Project approved on March 18, 1992, by Transportation Commission.)

7) On May 14, 1993, signed an agreement with Columbia County covering all phases of the asphaltic concrete overlay of the Columbia River Hwy.-Clark Road Section of Canaan-Meissner Roads Project as part of the Fund Exchange Program. (Approved by the Transportation Commission on July 21, 1992. Approved by Program/Project Management Services Manager on March 2, 1993.)

8) On May 17, 1993, signed a supplemental agreement with the City of Albany covering the project on Waverly Drive (Grand Prairie-Santiam Highway) and the 2nd Avenue (Ellsworth Street-Lafayette Street). (Project approved by Program Section Manager on October 23, 1992. Transportation Commission approved program on July 21, 1992.)

9) On May 17, 1993, signed an agreement with Yamhill County covering the Westside Road (Baker Creek Road to Meadow Lake Road) Overlay Project. (Program Section Manager approved project April 1, 1993. Project approved by Transportation Commission on July 21, 1992, as part of the Fund Exchange Program.)

10) On May 17, 1993, signed an agreement with City of Sweet Home covering the Sweet Home 1993 Overlay Project. (Program Section Manager approved project March 31, 1993. Project approved by Transportation Commission on July 21, 1992, as part of the Fund Exchange Program.)

11) On May 17, 1993, signed an agreement with Linn County covering all phases of preservation projects on seven county roads. (Fund Exchange Program was approved by the Transportation Commission on July 21, 1992. Program Section Manager approved project on March 31, 1993.)

12) On May 18, 1993, signed an agreement with the City of Lebanon covering all phases of the 2nd Street and Morton Street (from Tangent St. to Main) Project. (Transportation Commission on July 21, 1992, approved Fund Exchange Program. On February 18, 1993, Program Section Manager approved project.)

13) On May 19, 1993, signed an agreement with Baker County covering the Baker County Reconstruction Project. (The Transportation Commission on July 21, 1992, approved as part of the Fund Exchange Program. Project Manager approved project April 21, 1993.)

14) On May 24, 1993, signed an agreement with the City of Silverton covering all phases of the North First, North Second, and Mill Street projects as part of the Fund Exchange Program. (Approved by the Transportation Commission on July 21, 1992. Program Section Manager approved project on March 23, 1993.)

15) On May 26, 1993, signed a special city allotment agreement with the City of Ukiah covering the Improvement of State Street between Camas and Albee and Albee Street between State and Main. (Transportation Commission approved on October 20, 1992.)

16) On May 27, 1993, signed an agreement with the City of Eugene covering the construction of 20 bicycle lockers at five existing bicycle parking sites at various locations. (Project was approved by Transportation Commission on July 21, 1992, as a part of the Six-Year Highway Improvement Program.)

17) On June 7, 1993, signed an amendment with Clackamas County covering the improvements on SE 82nd Drive-Evelyn Street and final design and right-of-way acquisition on the Clackamas Highway-Gladstone Interchange. (Transportation Commission approved project on May 13, 1993, as part of the Six-Year Transportation Improvement Program.)

18) On June 10, 1993, signed an agreement with Umatilla County covering all phases of the reconstruction of Waterman Road. (Fund Exchange approved by the Transportation Commission on July 21, 1992. Program Section Manager approved on May 18, 1993.)

19) On June 15, 1993, signed an agreement with Jackson County covering the construction of a new traffic signal on the Rogue Valley Highway at Beal Lane. (Transportation Commission approved on July 21, 1992, as part of the Six-Year Transportation Improvement Program.)

Dated this 2nd day of August, 1993

Cam Gilmour

Cam Gilmour, Manager
Program/Project Management Services Section

July 20, 1993

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Program Section, renamed Program/Project Management Services Section, the following actions were taken:

1) On June 8, 1993, signed an agreement with City of McMinnville covering East 27th Street Project. (Program Section Manager approved project on March 26, 1993. Transportation Commission approved on July 21, 1992, as a part of the Fund Exchange Program.)

2) On June 8, 1993, signed an agreement with City of McMinnville covering 19th Street, McDonald Lane, and Evans Street. (Program Section Manager approved project on March 26, 1993. Transportation Commission approved on July 21, 1992, as a part of the Fund Exchange Program.)

3) On June 8, 1993, signed an agreement with City of McMinnville covering East 16th, 17th and 18th Streets and Home Way. (Program Section Manager approved project on March 26, 1993. Transportation Commission approved on July 21, 1992, as a part of the Fund Exchange Program.)

4) On June 8, 1993, signed an agreement with City of McMinnville covering Morgan Lane (Angella Court-South End). (Program Section Manager approved project on March 26, 1993. Transportation Commission approved on July 21, 1992, as a part of the Fund Exchange Program.)

5) On June 28, 1993, signed an agreement with Jackson County covering the Kings Highway-Highway 99 Section of the South Stage Road. (Project Section Manager approved project on April 1, 1993. Transportation Commission approved on July 21, 1992, as a part of the Fund Exchange Program.)

6) On July 15, 1993, signed an agreement with Coos County covering reconstruction of the Coquille-Fairview County Road at Hungry Mountain Slide. (Program Section Manager approved project on May 5, 1993. Transportation Commission approved on July 21, 1992, as a part of the Fund Exchange Program.)

7) On July 16, 1993, Donald Aman signed for Program Section Manager an agreement with City of Salem covering the Salem Alternative Modes (Rideshare) Program No. 10 for Fiscal Year 1993-94. (Project approved by the Transportation Commission on July 21, 1992, as a part of the Six-Year Transportation Improvement Program.)

8) On July 26, 1993, signed an agreement with Lane County covering the reconstruction of Clear Lake Road from Highway 99 to Lakeview Road and construction of a truck-weigh scale at M.P. 1.4. (Program Section Manager approved project on April 1, 1993. Transportation Commission approved on July 21, 1992, as a part of the Fund Exchange Program.)

9) On July 26, 1993, signed an amendment with City of Monmouth concerning the exchange of Federal Funds covering Jackson, Madrona, and Knox Streets in Monmouth and Stryker Road in Independence. (Program Section Manager approved original project on October 28, 1992. Transportation Commission approved on July 21, 1992, as a part of the Fund Exchange Program.)

10) On July 26, 1993, signed an agreement with Marion County covering the Marion County 1993 Resurfacing Program. (Program Section Manager approved project on April 15, 1993. Transportation Commission approved on July 21, 1992, as a part of the Fund Exchange Program.)

11) On July 26, 1993, signed an agreement with City of Woodburn covering the Hillsboro-Silverton Highway at Country Club Road. (Program Section Manager approved project on February 5, 1993. Transportation Commission approved on July 21, 1992, as a part of the Fund Exchange Program.)

12) On July 26, 1993, signed an agreement with Washington County covering the replacement of the Tualatin River Overflow (Golf Course Road) Bridge No. 6712-44. (Project approved on March 18, 1992, under delegated authority.)

Dated this 18th day of August, 1993

Joyce N. Speight for
Cam Gilmour, Manager
Program/Project Management Services Section

August 5, 1993

11597

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
E	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

August 17, 1993 COM

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

SECTION & JURISDICTION	FEDERAL FUNDS	STATE SHARE	APPROVAL DATE
FUND EXCHANGE			
Various Street Improvement City of Cottage Grove	$138,194	$129,902	07-08-93
N.E. Keel, SW 15th, SW 63rd City of Lincoln City	$ 63,150	$ 59,361	07-15-93
Lower Boones Ferry Rd City of Lake Oswego	$140,000	$131,600	07-22-93
No. Phoenix Road Jackson County	$ 62,000	$ 58,280	07-26-93
Stage Road So. Jackson County	$232,971	$218,993	07-26-93
Gekeler Lane City of LaGrande	$269,438	$253,272	07-28-93
Goucher Lane City of McMinnville	$ 28,380	$ 26,677	08-09-93
Van Drewsey Road Harney County	$196,448	$184,661	08-09-93
Fox Hollow Road Lane County	$450,000	$423,000	08-09-93

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SECTION & JURISDICTION	FEDERAL FUNDS	STATE SHARE	APPROVAL DATE
FUND EXCHANGE			
FASC STP PROJECTS			
Lost River (Olene) No. 5448 Lost River (Bonanza)No. 15442 Lost River (Merrill) No. 07906	CANCELLATION		03-12-93
HBRR PROJECTS			

On July 20, 1993, under the authority delegated to the Program/Project Management Services Manager, added 65 Local Government Highway Bridge Replacement and Rehabilitation Projects to the Six-Year Program for 1995, 1996, and 1997. The project lists are enclosed.

Approved by Joseph N. Boswell for
Cam Gilmour, Manager
Program/Project Management Services

Date 8/19/93

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11500

TECHNICAL SERVICES
PROGRAM/PROJECT MANAGEMENT SERVICES - 378-6563

INTEROFFICE MEMO
PRO 3

TO: Cam Gilmour, Manager
Program/Project Management Services

DATE: July 12, 1993

FROM: Terry Shike
Bridge Engineer

SUBJECT: Additions to the 1993-1998
Six-Year Transportation Plan

The Bridge Section Committee has reviewed proposed additions to the local governments portion of the Highway Bridge Replacement and Rehabilitation Program through 1997. The list of additions to the program is attached.

The recommended projects were submitted by each agency and were prioritized using a ranking system approved by a joint AOC, LOC, and ODOT Bridge Technical Committee.

Our office and Program/Project Management Services have investigated the proposed projects, confirming their validity and financing, and request you authorize these projects for 1995-1997 under Subdelegation Order HWY-6.

Approved _____
Cam Gilmour, Manager
Program/Project Management Services

Date July 20, 1993

Attachments

bc w/Attachment: Don Aman, w/FHWA
Dave Battee, Add to PCS
Tom Edwards
Steve Green
Eb Engelmann
Paul Singer
Dwayne Hofstetter
Jim Bosket
All Region Engineers
All Region Federal-Aid Specialists
Matt Caswell
Mike Shultz

MKS136.th

11000

HIGHWAY BRIDGE REPLACEMENT PROJECTS
Local Program

OWNER	1995 SECTION & STRUCTURE NO.	PRIORITY			1994	1995	1996	1997	Total
Benton Co.	Willamette R. Overflow (Bruce Rd.) Br. No. 14158	70.7			$ 18	$ 97	$	$	$ 115
Benton Co.	Willamette R. Overflow (Bruce Rd.) Br. No. 14157	69.1			32	134			166
Columbia Co.	Walker Slough (Amundson Rd.) Br. No. 09C56	80.0			56	232			288
Columbia Co.	Beaver Cr. (Wilson Cutoff Rd.) Br. No. 09C083	79.3			33	138			171
Columbia Co.	S Fk. Scappoose (Dutch Cayon Rd.) Br. No. 09C121	78.1			32	133			165
Columbia Co.	Clatskanie R. (Swedetown Rd.) Br. No. 13785A	75.7			58	244			302
Deschutes Co.	Fall River Br. No. 17C60	86.0			26	133			159
Douglas Co.	Elk Cr. (Roaring Camp) Br. No. 19R01	78.0			85	355			440
Douglas Co.	Olalla Cr. (Riding Rd.) Br. No. 19C246	74.7			96	548			644
Linn Co.	Wiley Cr. (Peck Rd.) Br. No. 43C38	69.9			30	294			324
Malheur Co.	Cow Cr. (Silver City) Br. No. 45C607	63.8			50	209			259
Marion Co.	Mill Cr. (Delaney Rd.) Br. No. 47C67	81.1			92	524			616
Polk Co.	Luckiamute R. (!RA Hooker Rd.) Br. No 53C133	69.7			85	467			552
Polk Co.	Fern Cr. (Gilliam Rd.) Br. No. 53C106	69.7			39	164			203
Tigard City of	Fanno Cr. (Grant St.) Br. No. 67T003	62.9			90	460			550
Tillamook Co.	Three Rivers (Three R. Rd.) Br. No. 57C76	69.9			39	161			200
Umatilla Co.	Pine Cr. (Marlatt Rd.) Br. No. 59C531	71.6			70	293			363
Union Co.	Upper N. Powder R. (Co. Rd. C-101A) Br. No. 61C32	70.3			40	166			206
Yamhill Co.	N. Yamhill R. (Poverty Bend) Br. No. 11567	67.0			90	376			466
Douglas Co.	S. Umpqua R. (Dillard Rd.) Br.	85.5			300	3,000			3,300
Josephine Co.	Graves Cr. (Sunny Valley Rd.) Br. No. 141005	79.2			39	200			239
					$ 1,400	$ 8,328	$ 0	$ 0	$ 9,728
Total Cost for Off-System Bridges					1,061	5,128			
Total Cost for On-System Bridges					339	3,200			

HIGHWAY BRIDGE REPLACEMENT PROJECTS
Local Program

OWNER	1996 SECTION & STRUCTURE NO.	PRIORITY	1994	1995	1996	1997	Total
Albany City of	Albany Canal (12th St.) Br. No. 43C01	65.2	$ 53	$	$ 224	$	$ 277
Benton Co.	Willamette R. (Stahl Busch Rd.) Br. No. 12258	68.8	93		393		486
Clackamas Co.	Boulder Cr. (Truman Rd.) Br. No. 06478	65.5	65		271		336
Clatsop Co.	West Cr. (Westport Sc. Lp. Rd.) Br. No. 11120	56.4	30		120		150
Clatsop Co.	West Cr. (Westport Sc. Lp. Rd.) Br. No. 111190	52.6	30		120		150
Enterprise City of	Prairie Cr. (Greenwood St.) Br. No. 63B014	62.4	33		141		174
Harney Co.	Silver Ln Slough (Best Ln) Br. NO. 25A03	65.7	25		125		150
Josephine Co.	Williams Cr. (Williams Hwy.) Br. No. 450010	68.5	150		725		875
Malheur Co.	Owyhee R. (Henwick) Br. No. 45C615	54.7	50		209		259
Marion Co.	Beaver Cr. (Olney St.) Br. No. 47C68	78.1	58		242		300
Tillamook Co.	Moon Cr. (Moon Cr. Rd.) Br. No. 57C46	67.8	64		266		330
Tigard City of	Fanno Cr. (Tiedeman Ave.) Br. No. 67T005	52.8	112		638		750
Union Co.	Grande Round (Rinehart Ln.) Br. No. 61C20	67.7	82		502		584
Union Co.	Indian Cr. (Zeamer No. 2) Br. No. 61C22	63.0	32		138		170
Wallowa Co.	Wallowia R. (Minam) Br. No. 63C114	62.6	66		275		341
Washington Co.	Dairy Cr. (Greenville) Br. No. 671286	70.5	78		327		405
Jackson Co.	Rogue R. (Table Rock Rd) Br. No. 07277	76.6	370		3,330		3,700
Clackamas Co.	Oswego Canal (Childs Rd.) Br. No. 06429	79.2	54		226		280
			$ 1,445	$ 0	$ 8,272	$ 0	$ 9,717
Total Cost for Off-System Bridges			$ 1,021		$ 4,716		
Total Cost for On-System Bridges			$ 424		$ 3,556		

HIGHWAY BRIDGE REPLACEMENT PROJECTS
Local Program

OWNER	1997 SECTION & STRUCTURE NO.	PRIORITY	1994	1995	1996	1997	Total
Albany City of	Perkiwinkle Cr. (1st St.) Br. No. 43C03	61		$ 37	$	$ 153	$ 190
Clackamas Co.	Eagle Cr. (Doughty Rd.) Br. No. 06561	60.2		74		420	494
Clackamas Co.	Milk Cr. (Dhooge Rd.) Br. No. 06541	54.3		67		281	348
Columbia Co.	Globle Cr. (Beaver Homes Rd.) Br. No. 13759	60.2		29		122	151
Coos Co.	Tenmile Cr. (Hilltop Dr.) Br. No. 11C107	61.8		82		465	547
Coos Co.	Ross-Slough (Co. Rd. 205) Br. No. 11C140	61.1		54		230	284
Coos Co.	Larson Cr. (Co. Rd. 17) Br. No. 11C110	54.9		70		316	386
Douglas Co.	Billy Cr. (Co. Rd. No. 197) Br. No. 19C361	51.7		56		244	300
Harney Co.	Silver Cr. (Silver Cr. Rd.) Br. No. 25A17	57		33		138	171
Harney Co.	Foley Slough (West Loop) Br. No. 25A21	56.8		33		138	171
Harney Co.	OTIS Cr. (Altnow Rd.) Br. No. 25E12	58		30		126	156
Jackson Co.	Trail Cr. (Main St.) Br. No. 00831	66.9		67		310	377
Jackson Co.	Sams Cr. (Pelton Ln.) Br. No. 29C196	63.2		40		166	206
Jackson Co.	Big Butte Cr. (Cobleight Rd.) Br. No. 29C237	48.6		130		789	919
Malheur Co.	Cow Cr. (Lodge) Br. No. 45C604	63.8		25		107	132
Morrow Co.	Rhea Cr. (Spring Hollow Rd.) Br. No. 49C05	61.2		54		228	282
City of Standfield	Stage Gulch (Sherman St) Br. No.	55.3		37		240	277
Umatilla Co.	Dry Gully (Walker) Br. No. 59C018	59.2		30		130	160
Umatilla Co.	White Ditch (Simonds) Br. No. 59C529	58		50		206	256
Umatilla Co.	Furnish Ditch (Hoffman) Br. No. 59C209	55.9		67		275	342
Union Co.	State Ditch (Ruckman Br. No. 61C14	58		68		282	350
Wasco Co.	U.P. Railroad (Rowena Rd.) Br. No. 65C75	54.6		77		323	400
Wasco Co.	Five Mile Cr. (Five Mile Rd.) Br. No. 65C27	53.7		27		113	140
Washington Co.	Dairy Cr. (Cedar Canyon Rd.) Br. No. 671288	55.4		45		190	235

OWNER	SECTION & STRUCTURE NO.	PRIORITY	1994	1995	1996	1997	Total
						146	180
Yamhill Co.	Willamina Falls Br. No. 11547	53.2		34		3,096	3,396
Coos Co.	Beaver Slough SPRR Br. No. 08152	72.8		300			
			$ 0	$ 0	$ 1,616	$ 9,234	$ 10,850
					$ 1,316	$ 6,138	
Total Cost for Off-System Bridges					$ 300	$ 3,096	
Total Cost for On-System Bridges							

11694

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following action was taken:

1) On June 8, 1993, approved an amendment with the City of Medford covering the installation of a traffic signal at Riverside and Barnett Streets in Jackson County. Amendment updates power and maintenance responsibilities.

Dated this 4th day of August, 1993

Dwayne Hofstetter, Traffic Engineer

July 27, 1993

731-0314 (10-90)

11605

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
F	9/15/93.

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On May 5, 1993, approved a 30 MPH temporary speed zone order on the Oregon Coast Highway from M.P. 312.10 to M.P. 312.50 in Curry County. This rescinds Order No. 1034 dated April 16, 1993. This temporary order remains in effect until road repairs have been completed and the signs have been removed. (Speed Zone Order No. 1036)

2) On June 23, 1993, approved an agreement with City of McMinnville covering the upgrade of controllers on the Pacific Highway West at the following locations: Baker at Second, Baker at Third, Adams at Second, and Adams at Fourth.

3) Approved the following parking prohibitions:

A) On May 26, 1993, on the west side of the Pacific Highway West from M.P. 6.34 to M.P. 6.36 near SW Huber Street in the City of Portland.

B) On June 10, 1993, on the McKenzie Highway No. 15 from M.P. 11.51 to M.P. 11.71 (Both Sides) in Lane County.

C) On June 17, 1993, on the Umatilla-Mission Highway #331 from M.P. 4.19 to M.P. 4.35 (Both Sides)

D) On June 29, 1993, in the City of McMinnville on the McMinnville Highway as follows:

West Side: M.P. 0.33 to M.P. 0.50
M.P. 1.54 to M.P. 1.60

East Side: M.P. 0.33 to M.P. 0.58

Rescinded action of March 23, 1992, prohibiting parking on the McMinnville Highway and the Pacific Highway West.

E) On June 29, 1993, in the City of McMinnville on the Pacific Highway West as follows:

Southbound, Adams Street, East Side:
M.P. 37.12 to M.P. 37.17
M.P. 38.100 to M.P. 38.12

Northbound, Baker Street, East Side:
M.P. 37.12N to M.P. 37.16N
M.P. 38.10N to M.P. 38.15N

West Side: M.P. 37.12N to M.P. 37.14N
M.P. 38.09N to M.P. 38.12N

Both Sides: M.P. 37.60N to M.P. 37.62N
M.P. 37.65N to M.P. 37.67N

F) On July 23, 1993, authorized no parking signs along Huntington Highway No. 449 between M.P. 9.6 and 9.9, near Farewell Bend State Park.

Dated this 19th day of August, 1993

Dwayne Hofstetter, Traffic Engineer

August 5, 1993

11607

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
6	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, renamed Operations Support Section, the following actions were taken:

1) On May 25, 1993, approved a personal service contract with R & W Engineering covering aggregate laboratory ventilation and dust control improvements. Effective May 25, 1993, to July 1, 1994. Cost not to exceed $8,758.

2) On June 10, 1993, approved an agreement with Northwest Sand Deuces for trail maintenance in the Oregon Dunes Recreation Area, Project No. 93-20. Cost $10,000. Agreement period: July 1, 1993, until July 1, 1994.

3) On June 15, 1993, approved an agreement with Lower Umpqua Hospital for upgrading of a rescue unit. Cost $1,356.64 or 100% of the total project costs whichever amount is less.

4) On June 15, 1993, approved an agreement with Nestucca Rural Fire District for the purchase of Sandlake medical supplies. Cost $2,500 or 100% of the total project costs, whichever amount is less. Contract period April 16, 1993, until July 1, 1994.

Dated this 3 day of August, 1993

Wayne Cobine

Wayne Cobine, Manager
Operations Support Section

July 23, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT G	MINUTES OF 9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Manager of the Office of Operations, renamed Operations Support Section, the following actions were taken:

1) On June 28, 1993, approved an agreement with Klamath County covering ATV Project No.93-28 for maintenance of the Klamath Sportsmans Park.

2) On July 7, 1993, approved an agreement with Mt. Ashland Association covering snow removal at the Mt. Ashland Sno-Park.

Dated this 18 day of August, 1993

Wayne Cobine

Wayne Cobine, Manager
Operations Support Section

August 5, 1993

PROGRAM SERVICES
Manager_____ Admin_____
Program_____ Fiscal _____ Res____

AUG 19 1993

Refer To _____
R/D_____ D/R_____ Act_____
Discuss____ File_____ Discard ____

731-0314A (10-90)

11609

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

1) On May 11, 1993, approved a personal service contract with Hughes Insitu Engineering, Inc. for the Meadowbrook Bridge Pressuremeter Testing and Report. Cost not to exceed $9,000. Contract terminates July 30, 1993. (Kamal Kamadoli signed for Terry Shike.)

Dated this 4th day of August, 1993

Terry J. Shike

Terry J. Shike, Bridge Engineer

July 27, 1993

731-0314 (10-90)

11610

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
H	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following actions were taken:

1) On June 25, 1993, approved an agreement with Wyoming Department of Transportation covering a BRASS workshop in Oregon. Cost $5,000.

2) On June 30, 1993, signed an amendment No.2 with CH2M Hill Northwest, Inc. covering seismic retrofit prioritization of state bridges. Amendment extends contract to August 31, 1993. (Transportation Commission approved original contract on August 20, 1991.)

Dated this 19th day of August, 1993

Terry J. Shike

Terry J. Shike, Bridge Engineer

August 5, 1993

731-0314A (10-90)

11611

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
1	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, now renamed as Region 1 Manager, the following actions were taken:

1) On May 17, 1993, signed an agreement with the City of Gresham for Part Two of the Joint Application for an NPDES Municipal Separate Storm Sewer Permit. State share shall not exceed $10,000. (Transportation Commission approved on April 22, 1993.)

2) On May 19, 1993, abandoned 13 damage claims of less than $5,000. The total abandoned was $10,203.88. (List of claims with further information in General Files, Salem.)

Dated this 5th day of August, 1993

Bruce Warner, Region 1 Manager

July 23, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
1	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, now renamed as Region 1 Manager, the following action was taken:

1) On July 19, 1993, approved a personal services contract with Jeanne Lawson Associates covering the Sunrise Corridor public involvement. Cost not to exceed $9,999.

Dated this 20th day of August, 1993

Bruce Warner, Region 1 Manager

August 5, 1993

731-0314 (10 90)

11016

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, now renamed as Region 2 Manager, the following actions were taken:

1) On May 12, 1993, approved an amendment with Illahae Tileworks for the installation of public artwork at Alsea Bay Bridge Historic Center. This amendment extends the completion date to October 31, 1993, and changes other miscellaneous conditions.

2) On May 19, 1993, abandoned 11 damage claims of less than $5,000. The total abandoned was $9,772.97. (List of claims with further information in General Files, Salem.)

Dated this 4th day of August, 1993

Ken Husby
Region 2 Manager

July 23, 1993

731-0314A (10-90)

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
J	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, now renamed as Region 2 Manager, the following action was taken:

1) On April 9, 1993, signed an agreement with City of Salem covering the rehabilitation of the Portland Road Undercrossing (SPRR Co. Mainline) at Milepoint 47.78. (Transportation Commission approved as part of the 1991-93 Highway Maintenance budget.)

Dated this 20th day of August, 1993

Ken Husby
Region 2 Manager

August 5, 1993

PROGRAM SERVICES
Manager____ Admin____
Program____ Fiscal____ Res____

AUG 23 1993

Refer To____
R/D____ D/R____ Act____
Discuss____ File____ Discard____

731-0314 (10-90)

11615

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT K	MINUTES OF 9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, now renamed as Region 3 Manager, the following actions were taken:

1) On May 5, 1993, approved a personal service contract with Wise Steps Inc. covering review of the OSHA respirator standard & NIOSH requirements, assessing employee exposure to air contaminants & selecting proper protection, respirator use-exercise, employee training (OSHA required elements), and review of ODOT written respiratory protection plan. Cost: $600.

2) On May 20, 1993, abandoned 9 claims of less than $5,000. The total abandoned was $6,100.73. (List of claims with further information in General Files, Salem.)

3) On June 8, 1993, approved an agreement with M. Hoover and Associates to develop an understanding of work behavioral tendencies and develop a beginning understanding using the Performax DISC tool to see how these styles may affect others. Contract period: June 21, 1993. Cost: $750.00.

Dated this 4 day of August, 1993

Donald R. Wagner

Donald R. Wagner, Region 3 Manager

July 27, 1993

731-0314A (10-90)

11613

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
L	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, renamed as Region 4 Manager, the following action was taken:

1) On May 20, 1993, abandoned one damage claim of less than $5,000. The total abandoned was $296.77. (List of claim with further information in General Files, Salem.)

Dated this 5th day of Aug., 1993

Dale D. Allen
Region 4 Manager

July 26, 1993

731-0314 (10-90)

11617

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
M	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as the Administrator of Motor Vehicles Division, renamed as Manager, Driver and Motor Vehicle Services Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following actions were taken:

1) On May 3, 1993, signed a personal service contract with MacKenzie/Saito & Associates for architectural design specifications for a new field office work counter. Effective May 21, 1993 to September 30, 1993, at a cost of $11,650. (Chairman Hollern approved March 18, 1993.)

2) On May 26, 1993, approved a personal service contract with Horizon Data Systems for Response Operating System. Effective May 27, 1993, to July 31, 1993, at a cost of $10,000.

Dated this 5th day of August, 1993

Jane Hardy Cease
Jane Hardy Cease
Manager, Driver and Motor Vehicle Services Branch

July 23, 1993

731-0314A (10-90)

11613

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineering Services Manager, the following action was taken:

1) On June 15, 1993, approved an agreement with Chemeketa Community College covering crane operator's training workshop. Contract period: July 26, 1993, to August 20, 1993. Cost not to exceed $6,324.

Dated this 18th day of August, 1993

Jack Sullivan
Engineering Services Engineer

August 5, 1993

PROGRAM SERVICES
Manager_____ Admin_____
Program_____ Fiscal _____ Res____

AUG 19 1993

Refer To _____
R/D_____ D/R_____ Act_____
Discuss____ File_____ Discard____

731-0314 (10-90)

11610

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
N	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineering Services Manager, the following actions were taken:

1) On May 17, 1993, approved an amendment with Pavement Services, Incorporated to provide a mix design and job mix formula for the Wolf Creek-West Fork Dairy Creek Section (Class "B" Mix) Project in Washington County. Cost increased $465 to a new sum not to exceed $3,065.

2) On May 19, 1993, approved an amendment with Petroleum Sciences, Incorporated, to provide a mix design and job mix formula for rubber modified asphalt concrete (RUMAC) for the Wolf Creek-West Fork Dairy Creek Project. Amendment increases cost $230 and changes statement of work and delivery schedule.

3) On May 25, 1993, approved an amendment with L.R. Squire Associates, for geotechnical consultation for the Highlands Interchange Project. Amendment increases cost by $2,500 and extends contract to August 31, 1993. State share shall not exceed $10,000.

4) On May 28, 1993, approved a personal service contract with International Erosion Control Association for classes on Practical Approaches for Effective Erosion and Sediment Control. Cost not to exceed $6,470. Contract period: June 8, 1993, to June 30, 1993.

5) On June 3, 1993, approved an intergovernmental agreement with Chemeketa Community College covering a crane operator's safety training workshop. Cost shall not exceed $2,770. Contract period: June 15, 1993, to July 15, 1993.

Dated this 4th day of August, 1993

Jack Sullivan

Jack Sullivan
Engineering Services Engineer

731-0314A (10-90)

July 21, 1993

11070

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
D	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized me in my official capacity as Manager, Transportation Development Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following actions were taken:

1) On May 10, 1993, signed an agreement with Oregon State University for corridor planning. Cost not to exceed $70,000. (Transportation Commission approved February 17, 1993.)

2) On May 20, 1993, signed an interagency agreement with Southern Oregon State College covering corridor overview descriptions and potential development impact analysis. State share shall not exceed $65,000. (Transportation Commission approved February 17, 1993.)

3) On May 25, 1993, signed an agreement with University of Oregon, Community Planning Workshop, covering corridor planning. State share shall not exceed $85,000. (Transportation Commission approved February 17, 1993.)

4) On June 7, 1993, signed an amendment with the Gallup Organization Inc. covering the statewide assessment of transportation user demands. Amendment extends time to June 30, 1995. Funds were increased by $99,977. (Transportation Commission approved additional funding on May 19, 1993.)

Dated this 5Th day of August, 1993

Paul is no longer with us and is unavailable to sign this confirmation. ~~Attached are~~ Copies of Paul's signature for these agreements are in general file as Interim Manager can attest to the above.

Paul Meyerhoff
Manager, Transportation Development

July 21, 1993

731-0314A (10-90)

11021

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
O	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

The Oregon Transportation Commission authorized the Manager, Transportation Development Branch, to exercise certain authority on their behalf. Pursuant to that authority, and acting in accordance therewith for the Commission, the following actions were taken:

1) On June 24, 1993, signed amendment No. 1 with Kittelson & Associates, Inc. covering traffic analysis and documentation. Amendment extends contract to December 31, 1993, and increases cost by $25,000. (Transportation Commission approved original contract on October 20, 1992, and additional funds were approved on June 16, 1993.)

2) On July 15, 1993, signed amendment No. 1 with Pacific West Communications Group, Inc. covering the legislative liaison. Amendment extends contract to August 16, 1993, or when 1993 Legislative Session adjourns, whichever occurs first. (Transportation Commission approved original contract on January 13, 1993.)

3) On July 22, 1993, signed amendment No. 2 with Pacific West Communications Group, Inc, covering the legislative liaison. Cost not to exceed $53,500. (Chairman Hollern approved on January 13, 1993, and Transportation Commission approved additional funds and time extension on July 21, 1993.)

Dated this 19th day of August, 1993

Robert Royer
Interim Manager, Transportation Development

August 5, 1993

731-0314A (10-90)

11892

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
P	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

INT

Jul. 15, 1993

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On July 15, 1993 $12,452,107.85 was distributed to the counties as their share of motor vehicle revenues for the month of June, 1993.

On July 15, 1993 $7,910,725.42 was distributed to the cities for the month of June, 1993.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of July, 1993.

Douglass R. Goldbach, Financial Systems Manager
Oregon Department of Transportation

11083

731-0314A (10-90)

••••••••• **Receipts** •••••••••	
Motor Transportation Fees -- PUC	17,844,242.20
Motor Vehicles Fuels Tax	31,389,412.25
DMV License Registrations, Operator Fees and HB3446	1,794,197.59
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	9,076.68
Unitary Assessment Fees	38,165.00
Adjustments - HB3446	0.00
Adjustment-Incorrect Trans Weighmasters Fees	0
Total Receipts	51,075,093.72
••••••••• **Distributions** •••••••••	
Counties	
Motor Transportation Fees -- PUC	4,350,426.25
Motor Vehicles Fuels Tax	7,652,738.71
Motor Vehicle Licenses and Operator Fees	437,425.37
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	2,212.89
Unitary Assessment Fees	9,304.63
Subtotal - Distribution to Counties	12,452,107.85
Less: DMV Cost Recovery-HB 3446	0.00
Less: Transfer to Special City Allotment	0.00
Less: Adj-Incorrect Trans Weighmastr Fees	0.00
Subtotal - Net Distribution to Counties	12,452,107.85
Cities	
Motor Transportation Fees -- PUC	2,778,348.51
Motor Vehicles Fuels Tax	4,887,331.49
Motor Vehicle Licenses and Operator Fees	279,356.56
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	1,413.24
Unitary Assessment Fees	5,942.29
Subtotal - Distribution to Cities	7,952,392.09
Less: Transfer to Special City Allotment	-41666.67
Less: Adj-Incorrect Trans Weighmastr Fees	
Subtotal - Net Distribution to Cities	7,910,725.42
Total - Distributions to Cities and Counties	20,362,833.27
Highway Division	
Highway Fund	
Motor Transportation Fees -- PUC	9,184,686.38
Motor Vehicles Fuels Tax	14,660,599.38
Motor Vehicle Licenses and Operator Fees	1,077,415.65
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	5,450.55
Unitary Assessment Fees	22,918.08
Subtotal - Distribution to Highway Fund	24,951,070.04
Less: Transfer to Special City Allotment	-41666.67
Subtotal - Net Distribution to Highway Fund	24,909,403.37
Modernization Fund	
Motor Transportation Fees -- PUC	1,530,781.06
Motor Vehicles Fuels Tax	4,188,742.68
Subtotal - Distribution to Modernization Fund	5,719,523.74
Special City Allotment Fund	
Transfer from Cities Distribution	41,666.67
Transfer from Counties Distribution	0.00
Transfer from Highway Fund Distribution	41,666.67
Subtotal - Distribution to Small City Allotment Fund	83,333.34
Total - Distributions to Highway Division	30,712,260.45
Total Distributions	51,075,093.72

11624

OREGON STATE HIGHWAY FUND APPORTIONMENT, GROSS RECEIPTS DISTRIBUTION-FISCAL YEAR 1993-94

	Jul 93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_amt	Nov_93_amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar 94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_93_94Amt
--------- Receipts ---------													
Motor Transportation Fees -- PUC	17,844,242.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17,844,242.20
Motor Vehicles Fuels Tax	31,389,412.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31,389,412.25
DMV License Registrations, Operator Fees and HB3446	1,794,197.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,794,197.59
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	9,076.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,076.68
Unitary Assessment Fees	38,165.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38,165.00
Adjustment - HB3446	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Adjustment-Incorrect Trans Weighmasters Fees	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Total Receipts	51,075,093.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51,075,093.72
--------- Distributions ---------													
Counties													
Motor Transportation Fees -- PUC	4,350,426.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,350,426.25
Motor Vehicles Fuels Tax	7,652,738.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,652,738.71
Motor Vehicle Licenses and Operator Fees	437,425.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	437,425.37
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	2,212.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,212.89
Unitary Assessment Fee	9,304.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,304.63
Subtotal - Distribution to Counties	12,452,107.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,452,107.85
Less: DMV Cost Recovery-HB 3446	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Less: Transfer to Special City Allotment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Less: Adj-Incorrect Trans Weighmastr Fees	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal - Net Distribution to Counties	12,452,107.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,452,107.85
Cities													
Motor Transportation Fees -- PUC	2,778,348.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,778,348.51
Motor Vehicles Fuels Tax	4,887,331.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,887,331.49
Motor Vehicle Licenses and Operator Fees	279,356.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	279,356.56
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	1,413.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,413.24
Unitary Assessment Fees	5,942.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,942.29
Subtotal - Distribution to Cities	7,952,392.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,952,392.09
Less: Transfer to Special City Allotment	-41666.67												-41,666.67
Less:Adj													0.00
Subtotal - Net Distribution to Cities	7,910,725.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,910,725.42
Total - Distributions to Cities and Counties	20,362,833.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20,362,833.27
Highway Division													
Highway Fund													
Motor Transportation Fees -- PUC	9,184,686.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,184,686.38
Motor Vehicles Fuels Tax	14,660,599.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,660,599.38
Motor Vehicle Licenses and Operator Fees	1,077,415.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,077,415.65
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	5,450.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,450.55
Unitary Assessment Fees	22,918.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,918.08
Subtotal - Distribution to Highway Fund	24,951,070.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24,951,070.04
Less: Transfer to Special City Allotment	-41666.67												-41,666.67
Subtotal - Net Distribution to Highway Fund	24,909,403.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24,909,403.37
Modernization Fund													
Motor Transportation Fees -- PUC	1,530,781.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,530,781.06
Motor Vehicles Fuels Tax	4,188,742.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,188,742.68
Subtotal - Distribution to Modernization Fund	5,719,523.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,719,523.74
Special City Allotment Fund													
Transfer from Cities Distribution	41,666.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41,666.67
Transfer from Counties Distribution	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfer from Highway Fund Distribution	41,666.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41,666.67
Subtotal - Distribution to Small City Allotment Fund	83,333.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83,333.34
Total - Distributions to Highway Division	30,712,260.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30,712,260.45
Total Distributions	51,075,093.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51,075,093.72

OREGON STATE HIGHWAY FUND APPORTIONMENT, GROSS RECEIPTS DISTRIBUTION-FISCAL YEAR 1993-94

	Jul 93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_amt	Nov_93_amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar 94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_93_94Amt
--------- Receipts ---------													
Motor Transportation Fees -- PUC	17,844,242.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17,844,242.20
Motor Vehicles Fuels Tax	31,389,412.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31,389,412.25
DMV License Registrations, Operator Fees and HB3446	1,794,197.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,794,197.59
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	9,076.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,076.68
Unitary Assessment Fees	38,165.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38,165.00
Adjustment - HB3446	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Adjustment-Incorrect Trans Weighmasters Fees	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Total Receipts	51,075,093.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51,075,093.72
--------- Distributions ---------													
Counties													
Motor Transportation Fees -- PUC	4,350,426.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,350,426.25
Motor Vehicles Fuels Tax	7,652,738.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,652,738.71
Motor Vehicle Licenses and Operator Fees	437,425.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	437,425.37
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	2,212.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,212.89
Unitary Assessment Fee	9,304.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,304.63
Subtotal - Distribution to Counties	12,452,107.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,452,107.85
Less: DMV Cost Recovery-HB 3446	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Less: Transfer to Special City Allotment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Less: Adj-Incorrect Trans Weighmaste Fees	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal - Hwy Distribution to Counties	12,452,107.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,452,107.85
Cities													
Motor Transportation Fees -- PUC	2,778,348.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,778,348.51
Motor Vehicles Fuels Tax	4,887,331.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,887,331.49
Motor Vehicle Licenses and Operator Fees	279,356.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	279,356.56
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	1,413.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,413.24
Unitary Assessment Fees	5,942.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,942.29
Subtotal - Distribution to Cities	7,952,392.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,952,392.09
Less: Transfer to Special City Allotment	-41666.67												-41,666.67
Less:Adj													0.00
Subtotal - Net Distribution to Cities	7,910,725.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,910,725.42
Total - Distributions to Cities and Counties	20,362,833.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20,362,833.27
Highway Division													
Highway Fund													
Motor Transportation Fees -- PUC	9,184,686.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,184,686.36
Motor Vehicles Fuels Tax	14,660,599.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,660,599.38
Motor Vehicle Licenses and Operator Fees	1,077,415.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,077,415.65
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	5,450.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,450.55
Unitary Assessment Fees	22,918.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,918.08
Subtotal - Distribution to Highway Fund	24,951,070.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24,951,070.04
Less: Transfer to Special City Allotment	-41666.67												-41,666.67
Subtotal - Net Distribution to Highway Fund	24,909,403.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24,909,403.37
Modernization Fund													
Motor Transportation Fees -- PUC	1,530,781.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,530,781.06
Motor Vehicles Fuels Tax	4,188,742.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,188,742.68
Subtotal - Distribution to Modernization Fund	5,719,523.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,719,523.74
Special City Allotment Fund													
Transfer from Cities Distribution	41,666.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41,666.67
Transfer from Counties Distribution	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfer from Highway Fund Distribution	41,666.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41,666.67
Subtotal - Distribution to Small City Allotment Fund	83,333.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83,333.34
Total - Distributions to Highway Division	30,712,260.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30,712,260.45
Total Distributions	51,075,093.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51,075,093.72

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO COUNTIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt
TREASURER, BAKER COUNTY	82,828.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, BENTON COUNTY	267,624.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, CLACKAMAS COUNTY	1,256,959.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, CLATSOP COUNTY	149,375.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, COLUMBIA COUNTY	195,092.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, COOS COUNTY	289,537.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, CROOK COUNTY	81,813.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, CURRY COUNTY	112,520.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, DESCHUTES COUNTY	442,079.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, DOUGLAS COUNTY	466,083.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, GILLIAM COUNTY	12,050.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, GRANT COUNTY	43,764.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, HARNEY COUNTY	38,669.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, HOOD RIVER COUNTY	90,323.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, JACKSON COUNTY	674,481.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, JEFFERSON COUNTY	70,473.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, JOSEPHINE COUNTY	331,633.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, KLAMATH COUNTY	294,466.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, LAKE COUNTY	41,584.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, LANE COUNTY	1,222,341.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, LINCOLN COUNTY	187,520.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, LINN COUNTY	428,660.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, MALHEUR COUNTY	141,421.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, MARION COUNTY	984,279.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, MORROW COUNTY	44,751.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, MULTNOMAH COUNTY	2,069,179.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, POLK COUNTY	204,865.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, SHERMAN COUNTY	12,895.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, TILLAMOOK COUNTY	112,658.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, UMATILLA COUNTY	298,161.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, UNION COUNTY	116,938.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, WALLOWA COUNTY	42,149.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, WASCO COUNTY	108,947.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, WASHINGTON COUNTY	1,228,984.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, WHEELER COUNTY	8,814.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
TREASURER, YAMHILL COUNTY	298,177.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.
Total - County Distributions	12,452,107.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO COUNTIES-FISCAL YEAR 1993-94

AME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_93-94_Amt
COUNTY	82,828.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	82,828.23
N COUNTY	267,624.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	267,624.51
AMAS COUNTY	1,256,959.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,256,959.00
OP COUNTY	149,375.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	149,375.01
BIA COUNTY	195,092.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	195,092.96
OUNTY	289,537.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	289,537.45
COUNTY	81,813.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	81,813.18
COUNTY	112,520.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	112,520.53
UTES COUNTY	442,079.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	442,079.44
AS COUNTY	466,083.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	466,083.38
COUNTY	12,050.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,050.70
COUNTY	43,764.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	43,764.98
COUNTY	38,669.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38,669.41
VER COUNTY	90,323.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90,323.37
N COUNTY	674,481.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	674,481.65
SON COUNTY	70,473.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	70,473.02
NE COUNTY	331,633.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	331,633.68
H COUNTY	294,466.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	294,466.54
UNTY	41,584.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41,584.64
UNTY	1,222,341.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,222,341.67
COUNTY	187,520.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	187,520.68
UNTY	428,660.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	428,660.45
R COUNTY	141,421.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	141,421.08
COUNTY	984,279.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	984,279.53
V COUNTY	44,751.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44,751.61
MAH COUNTY	2,069,179.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,069,179.12
UNTY	204,865.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	204,865.88
N COUNTY	12,895.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,895.22
OK COUNTY	112,658.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	112,658.57
A COUNTY	298,161.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	298,161.33
UNTY	116,938.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	116,938.03
A COUNTY	42,149.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42,149.01
OUNTY	108,947.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	108,947.54
TON COUNTY	1,228,984.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,228,984.17
COUNTY	8,814.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,814.71
OUNTY	298,177.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	298,177.57
ons	12,452,107.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,452,107.85

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OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Am
CITY OF ADAIR VILLAGE	2,377.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ADAMS	1,006.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ADRIAN	578.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ALBANY	146,204.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF AMITY	5,012.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ANTELOPE	149.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ARLINGTON	2,034.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ASHLAND	74,205.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ASTORIA	42,838.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ATHENA	4,305.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF AUMSVILLE	7,261.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF AURORA	2,550.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BAKER	39,741.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BANDON	10,247.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BANKS	2,420.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BARLOW	514.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BAY CITY	4,369.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BEAVERTON	245,495.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BEND	113,394.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BOARDMAN	6,275.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BONANZA	1,456.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BROOKING	21,003.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BROWNSVILLE	5,504.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BURNS	12,444.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BUTTE FALLS	1,756.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CANBY	40,996.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CANNON BEACH	5,376.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CANYON CITY	2,677.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CANYONVILLE	5,230.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CARLTON	5,569.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CASCADE LOCKS	4,176.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CAVE JUNCTION	5,037.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CENTRAL POINT	33,050.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CHILOQUIN	2,934.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CLATSKANIE	7,758.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COBURG	3,191.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COLUMBIA CITY	4,729.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CONDON	3,067.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COOS BAY	64,536.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COQUILLE	17,658.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CORNELIUS	27,181.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CORVALLIS	196,115.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COTTAGE GROVE	32,021.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COVE	2,249.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CRESWELL	10,525.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CULVER	2,548.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DALLAS	40,953.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DAYTON	6,554.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DAYVILLE	599.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DEPOE BAY	3,834.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DETROIT	1,456.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DONALD	1,542.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DRAIN	4,455.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DUFUR	2,291.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DUNDEE	7,282.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_92-93_Amt
ILLAGE	2,377.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,377.55
	1,006.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,006.71
	578.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	578.32
	146,204.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	146,204.25
	5,012.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,012.13
PE	149.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	149.98
TON	2,034.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,034.84
D	74,205.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	74,205.22
A	42,838.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42,838.71
	4,305.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,305.29
LE	7,261.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,261.16
	2,660.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,660.28
	39,741.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39,741.47
	10,247.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,247.02
	2,420.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,420.39
	514.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	514.06
	4,369.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,369.55
TON	245,495.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	245,495.82
	113,394.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	113,394.08
AN	6,275.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,275.87
A	1,456.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,456.52
G	21,003.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21,003.82
VILLE	5,504.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,504.77
	12,444.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,444.65
LLS	1,756.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,756.39
	40,996.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40,996.65
BEACH	5,376.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,376.26
CITY	2,677.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,677.42
VILLE	5,230.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,230.61
	5,569.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,569.03
LOCKS	4,176.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,176.77
CTION	5,037.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,037.83
POINT	33,050.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33,050.07
N	2,934.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,934.45
NIE	7,758.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,758.09
	3,191.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,191.48
A CITY	4,729.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,729.39
	3,067.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,067.25
	64,536.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	64,536.52
	17,658.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17,658.12
S	27,181.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27,181.16
S	196,115.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	196,115.63
GROVE	32,021.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32,021.94
	2,249.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,249.03
	10,525.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,525.47
	2,548.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,548.90
	40,953.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40,953.81
	6,554.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,554.32
	599.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	599.74
Y	3,834.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,834.06
	1,456.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,456.52
	1,542.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,542.19
	4,455.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,455.23
	2,291.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,291.87
	7,282.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,282.58

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OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

CITY OF DUNES	4,947.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF DURHAM	3,298.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF EAGLE POINT	13,172.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ECHO	2,141.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ELGIN	6,854.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ELKTON	749.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ENTERPRISE	8,225.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ESTACADA	8,674.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF EUGENE	507,197.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF FAIRVIEW	13,515.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF FALLS CITY	3,512.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF FLORENCE	23,479.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF FOREST GROVE	59,275.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF FOSSIL	2,013.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GARIBALDI	3,876.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GASTON	2,463.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GATES	2,141.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GEARHART	4,476.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GERVAIS	4,348.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GLADSTONE	44,637.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GLENDALE	3,062.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GOLD BEACH	6,875.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GOLD HILL	4,433.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GRANITE	42.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GRANTS PASS	76,188.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GRASS VALLEY	685.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF GRESHAM	305,118.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HAINES	1,756.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HALFWAY	1,357.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HALSEY	2,870.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HAMMOND	2,613.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HAPPY VALLEY	7,068.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HARRISBURG	8,332.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HELIX	685.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HEPPNER	6,040.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HERMISTON	43,494.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HILLSBORO	173,124.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HINES	6,104.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HOOD RIVER	20,198.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HUBBARD	8,117.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF HUNTINGTON	2,313.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF IDANHA	1,220.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF IMBLER	1,285.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF INDEPENDENCE	18,896.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF IONE	1,092.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF IRRIGON	3,525.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ISLAND CITY	3,212.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF JACKSONVILLE	8,374.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF JEFFERSON	7,775.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF JOHN DAY	7,989.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF JOHNSON CITY	2,613.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF JORDAN VALLEY	1,585.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF JOSEPH	4,707.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF JUNCTION CITY	15,816.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF KEIZER	97,629.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF KING CITY	8,824.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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4,947.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,947.87
3,298.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,298.58
13,172.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,172.90
2,141.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,141.94
6,854.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,854.19
749.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	749.68
8,225.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,225.03
8,674.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,674.84
507,197.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	507,197.52
13,515.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,515.61
3,512.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,512.77
23,479.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23,479.90
59,275.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	59,275.93
2,013.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,013.42
3,876.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,876.90
2,463.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,463.23
2,141.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,141.94
4,476.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,476.65
4,348.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,348.13
44,637.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44,637.94
3,062.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,062.97
6,875.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,875.61
4,433.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,433.81
42.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42.84
76,188.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	76,188.65
685.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	685.42
305,118.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	305,118.74
1,756.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,756.39
1,357.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,357.99
2,870.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,870.19
2,613.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,613.16
7,068.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,068.39
8,332.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,332.13
585.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	585.42
6,040.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,040.26
43,494.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	43,494.15
173,124.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	173,124.09
6,104.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,104.52
20,198.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20,198.45
8,117.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,117.94
2,313.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,313.29
1,220.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,220.90
1,285.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,285.16
18,896.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,896.16
1,092.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,092.39
3,525.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,525.63
3,212.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,212.90
8,374.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,374.97
7,775.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,775.23
7,989.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,989.42
2,613.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,613.16
1,585.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,585.03
4,707.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,707.97
15,816.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,816.05
97,629.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	97,629.43
8,824.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,824.78

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CITY OF KLAMATH FALLS	77,066.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LA GRANDE	51,119.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LAFAYETTE	5,547.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LAKE OSWEGO	136,625.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LAKESIDE	6,018.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LAKEVIEW	10,902.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LEBANON	47,443.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LEXINGTON	1,220.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LINCOLN CITY	25,810.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LONEROCK	42.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LONG CREEK	1,049.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LOSTINE	985.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LOWELL	3,362.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF LYONS	4,091.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MADRAS	15,293.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MALIN	3,105.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MANZANITA	2,720.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MAUPIN	1,970.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MAYWOOD PARK	3,341.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MCMINNVILLE	79,744.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MEDFORD	213,795.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MERRILL	3,555.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF METOLIUS	1,970.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MILL CITY	6,704.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MILLERSBURG	3,062.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MILTON-FREEWATER	24,126.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MILWAUKIE	83,865.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MITCHELL	706.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MOLALLA	15,636.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MONMOUTH	27,930.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MONROE	1,992.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MONUMENT	664.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MORO	1,220.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MOSIER	1,092.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MT ANGEL	12,166.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MT VERNON	2,313.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MYRTLE CREEK	13,267.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF MYRTLE POINT	11,480.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF NEHALEM	1,006.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF NEWBERG	57,810.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF NEWPORT	36,584.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF NORTH BEND	41,682.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF NORTH PLAINS	4,369.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF NORTH POWDER	1,970.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF NYSSA	11,335.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF OAKLAND	3,641.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF OAKRIDGE	13,288.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF ONTARIO	40,602.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF OREGON CITY	71,797.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF PAISLEY	1,456.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF PENDLETON	66,142.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF PHILOMATH	13,022.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF PHOENIX	13,716.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF PILOT ROCK	6,434.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF PORT ORFORD	4,326.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
CITY OF PORTLAND	1,967,727.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

LLS	77,066.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	77,066.85
	51,119.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51,119.44
	5,547.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,547.61
GO	136,625.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	136,625.51
	6,018.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,018.84
	10,902.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,902.45
	47,443.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	47,443.88
	1,220.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,220.90
Y	25,810.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25,810.33
	42.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42.84
K	1,049.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,049.55
	985.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	985.29
	3,362.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,362.84
	4,091.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,091.10
	15,293.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,293.42
	3,105.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,105.81
	2,720.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,720.26
	1,970.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,970.58
ARK	3,341.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,341.42
E	79,744.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	79,744.27
	213,795.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	213,795.17
	3,555.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,555.61
	1,970.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,970.58
	6,704.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,704.26
G	3,062.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,062.97
EWATER	24,126.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24,126.76
	83,865.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83,865.35
	706.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	706.84
	15,636.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,636.13
	27,930.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27,930.84
	1,992.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,992.00
	554.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	554.00
	1,220.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,220.90
	1,092.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,092.39
	12,166.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,166.19
	2,313.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,313.29
EK	13,267.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,267.15
NT	11,480.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,480.78
	1,006.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,006.71
	57,810.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	57,810.84
	36,584.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36,584.26
	41,682.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41,682.07
NS	4,369.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,369.55
DER	1,970.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,970.58
	11,335.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,335.12
	3,641.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,641.29
	13,288.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,288.57
	40,602.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40,602.53
Y	71,797.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	71,797.68
	1,456.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,456.52
	66,142.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66,142.97
	13,022.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,022.97
	13,716.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,716.96
	6,434.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,434.37
RD	4,326.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,326.71
	1,967,727.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,967,727.78

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

CITY OF POWERS	2,913.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF PRAIRIE CITY	4,819.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF PRESCOTT	278.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF PRINEVILLE	23,625.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF RAINIER	7,175.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF RAJNEESHPURAM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF REDMOND	35,847.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF REEDSPORT	20,712.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF RICHLAND	728.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF RIDDLE	4,883.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF RIVERGROVE	1,263.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ROCKAWAY	4,519.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ROGUE RIVER	7,561.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ROSEBURG	79,354.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF RUFUS	1,285.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SALEM	478,067.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SANDY	18,313.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SCAPPOOSE	15,301.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SCIO	2,733.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SCOTTS MILLS	1,263.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SEASIDE	23,505.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SENECA	813.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SHADY COVE	5,933.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SHANIKO	107.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SHERIDAN	18,570.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SHERWOOD	15,589.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SILETZ	4,390.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SILVERTON	25,925.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SISTERS	3,084.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SODAVILLE	878.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SPRAY	664.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SPRINGFIELD	194,402.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ST HELENS	33,084.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF ST PAUL	1,370.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF STANFIELD	6,768.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF STAYTON	23,008.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SUBLIMITY	6,897.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SUMMERVILLE	492.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SUMPTER	535.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SUTHERLIN	22,091.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF SWEET HOME	29,880.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF TALENT	15,554.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF TANGENT	2,784.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF THE DALLES	48,724.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF TIGARD	133,969.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF TILLAMOOK	17,692.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF TOLEDO	13,926.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF TROUTDALE	35,106.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF TUALATIN	71,313.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF TURNER	5,526.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF UKIAH	1,070.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF UMATILLA	13,194.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF UNION	8,010.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF UNITY	471.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF VALE	6,404.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF VENETA	10,859.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

S	2,913.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,913.03
CITY	4,819.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,819.36
TT	278.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	278.45
LLE	23,625.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23,625.55
	7,175.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,175.48
SHPURAM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ND	35,847.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35,847.44
ORT	20,712.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20,712.52
ND	728.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	728.26
	4,883.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,883.61
ROVE	1,263.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,263.74
VAY	4,519.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,519.48
RIVER	7,561.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,561.03
RG	79,354.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	79,354.43
	1,285.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,285.16
	478,067.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	478,067.20
	18,313.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,313.55
OSE	15,301.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,301.99
	2,733.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,733.11
MILLS	1,263.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,263.74
	23,505.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23,505.60
	813.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	813.94
COVE	5,933.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,933.16
D	107.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	107.10
AN	18,570.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,570.58
OOD	15,589.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,589.01
	4,390.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,390.97
TON	25,925.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25,925.99
S	3,084.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,084.39
LLE	878.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	878.19
	664.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	664.00
FIELD	194,402.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	194,402.08
NS	33,084.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33,084.34
	1,370.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,370.84
LD	6,768.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,768.52
N	23,008.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23,008.67
TY	6,897.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,897.03
RVILLE	492.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	492.65
R	535.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	535.48
LIN	22,091.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,091.92
HOME	29,880.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	29,880.00
	15,554.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,554.74
T	2,784.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,784.52
LES	48,724.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	48,724.75
	133,969.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	133,969.51
OK	17,692.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17,692.39
	13,926.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,926.87
ALE	35,106.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35,106.33
N	71,313.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	71,313.61
	5,526.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,526.19
	1,070.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,070.97
A	13,194.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,194.32
	8,010.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,010.84
	471.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	471.23
	6,404.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,404.39
	10,859.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,859.61

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OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

CITY OF VERNONIA	7,818.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WALDPORT	6,897.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WALLOWA	3,255.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WARRENTON	11,630.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WASCO	1,606.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WATERLOO	813.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WEST LINN	73,511.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WESTFIR	1,199.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WESTON	2,677.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WHEELER	1,456.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WILLAMINA	7,496.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WILSONVILLE	39,111.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WINSTON	16,480.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WOOD VILLAGE	12,551.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF WOODBURN	57,939.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF YACHATS	2,484.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF YAMHILL	3,726.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY OF YONCALLA	3,984.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total - Distributions to Cities	7,910,725.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

7,818.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,818.07
6,897.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,897.03
3,255.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,255.74
11,630.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,630.71
1,606.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,606.45
813.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	813.94
73,511.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	73,511.23
1,199.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,199.48
2,677.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,677.42
1,456.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,456.52
7,496.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,496.77
39,111.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39,111.75
16,480.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16,480.05
12,551.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,551.74
57,939.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	57,939.36
2,484.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,484.65
3,726.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,726.97
3,984.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,984.00
7,910,725.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,910,725.42

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Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF
P	9/15/93

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Aug. 15, 1993 INT

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On August 15, 1993 $8,943,208.55 was distributed to the counties as their share of motor vehicle revenues for the month of July, 1993.

On August 15, 1993 $5,669,808.18 was distributed to the cities for the month of July, 1993.
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of August, 1993.

Douglass R. Goldbach, Financial Systems Manager
Oregon Department of Transportation

731-0314A (10-90)

	Aug_93_Amt
.... Receipts	
Motor Transportation Fees -- PUC	12,448,369.32
Motor Vehicles Fuels Tax	23,357,808.56
DMV License Registrations, Operator Fees and HB3446	731,455.16
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	107,538.66
Unitary Assessment Fees	37,390.00
Adjustments - HB3446	0.00
Adjustment-Incorrect Trans Weighmasters Fees	0
Total Receipts	36,682,561.70
.... Distributions	
Counties	
Motor Transportation Fees -- PUC	3,034,912.44
Motor Vehicles Fuels Tax	5,694,633.73
Motor Vehicle Licenses and Operator Fees	178,328.77
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	26,217.93
Unitary Assessment Fees	9,115.68
Subtotal - Distribution to Counties	8,943,208.55
Less: DMV Cost Recovery-HB 3446	0.00
Less: Transfer to Special City Allotment	0.00
Less: Adj-Incorrect Trans Weighmastr Fees	0.00
Subtotal - Net Distribution to Counties	8,943,208.55
Cities	
Motor Transportation Fees -- PUC	1,938,211.10
Motor Vehicles Fuels Tax	3,636,810.79
Motor Vehicle Licenses and Operator Fees	113,887.57
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	16,743.77
Unitary Assessment Fees	5,821.62
Subtotal - Distribution to Cities	5,711,474.85
Less: Transfer to Special City Allotment	-41666.67
Less: Adj-Incorrect Trans Weighmastr Fees	
Subtotal - Net Distribution to Cities	5,669,808.18
Total - Distributions to Cities and Counties	14,613,016.73
Highway Division	
Highway Fund	
Motor Transportation Fees -- PUC	6,407,353.52
Motor Vehicles Fuels Tax	10,909,394.25
Motor Vehicle Licenses and Operator Fees	439,238.82
Fines for Truck Load Violations -- Weighmasters	0.00
Road Use Assessment Fees	64,576.97
Unitary Assessment Fees	22,452.70
Subtotal - Distribution to Highway Fund	17,843,016.26
Less: Transfer to Special City Allotment	-41666.67
Subtotal - Net Distribution to Highway Fund	17,801,349.59
Modernization Fund	
Motor Transportation Fees -- PUC	1,067,892.25
Motor Vehicles Fuels Tax	3,116,969.79
Subtotal - Distribution to Modernization Fund	4,184,862.04
Special City Allotment Fund	
Transfer from Cities Distribution	41,666.67
Transfer from Counties Distribution	0.00
Transfer from Highway Fund Distribution	41,666.67
Subtotal - Distribution to Small City Allotment Fund	83,333.34
Total - Distributions to Highway Division	22,069,544.97
Total Distributions	36,682,561.70

OREGON STATE HIGHWAY FUND APPORTIONMENT, GROSS RECEIPTS DISTRIBUTION-FISCAL YEAR 1992-93

	Jul 93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_amt	Nov_93_amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar 94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_93_94Amt
--------- Receipts ---------													
Motor Transportation Fees -- PUC	17,644,242.20	12,448,369.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30,292,611.52
Motor Vehicles Fuels Tax	31,389,412.25	23,357,808.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	54,747,220.81
DMV License Registrations, Operator Fees and HB3448	1,794,197.59	731,455.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,525,652.75
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	9,076.68	107,538.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	116,615.34
Unitary Assessment Fees	36,165.00	37,390.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75,555.00
Adjustment - HB3446	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Adjustment-Incorrect Trans Weighmasters Fees	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Total Receipts	51,075,093.72	36,682,561.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87,757,655.42
--------- Distributions ---------													
Counties													
Motor Transportation Fees -- PUC	4,350,426.25	3,034,912.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,385,338.69
Motor Vehicles Fuels Tax	7,652,736.71	5,694,633.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,347,372.44
Motor Vehicle Licenses and Operator Fees	437,425.37	178,328.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	615,754.14
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	2,212.89	26,217.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28,430.82
Unitary Assessment Fee	9,304.63	9,115.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,420.31
Subtotal - Distribution to Counties	12,452,107.85	8,943,208.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21,395,316.40
Less: DMV Cost Recovery-HB 3446	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Less: Transfer to Special City Allotment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Less: Adj-Incorrect Trans Weighmastr Fees	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal - Net Distribution to Counties	12,452,107.85	8,943,208.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21,395,316.40
Cities													
Motor Transportation Fees -- PUC	2,778,348.51	1,938,211.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,716,559.61
Motor Vehicles Fuels Tax	4,887,331.49	3,636,810.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,524,142.28
Motor Vehicle Licenses and Operator Fees	279,356.56	113,887.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	393,244.13
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	1,413.24	16,743.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,157.01
Unitary Assessment Fees	5,942.29	5,821.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,763.91
Subtotal - Distribution to Cities	7,952,392.09	5,711,474.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,663,866.94
Less: Transfer to Special City Allotment	-41666.67	-41666.67											-83,333.34
Less:Adj													0.00
Subtotal - Net Distribution to Cities	7,910,725.42	5,669,808.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,580,533.60
Total - Distributions to Cities and Counties	20,362,833.27	14,613,016.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	34,975,850.00
Highway Division													
Highway Fund													
Motor Transportation Fees -- PUC	9,184,686.38	6,407,353.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,592,039.90
Motor Vehicles Fuels Tax	14,660,599.38	10,909,394.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25,569,993.63
Motor Vehicle Licenses and Operator Fees	1,077,415.65	439,238.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,516,654.47
Fines for Truck Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road Use Assessment Fees	5,450.55	64,576.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	70,027.52
Unitary Assessment Fees	22,918.08	22,452.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45,370.78
Subtotal - Distribution to Highway Fund	24,951,070.04	17,843,016.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42,794,086.30
Less: Transfer to Special City Allotment	-41666.67	-41666.67											-83,333.34
Subtotal - Net Distribution to Highway Fund	24,909,403.37	17,801,349.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42,710,752.96
Modernization Fund													
Motor Transportation Fees -- PUC	1,530,781.06	1,067,892.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,598,673.31
Motor Vehicles Fuels Tax	4,188,742.68	3,116,969.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,305,712.47
Subtotal - Distribution to Modernization Fund	5,719,523.74	4,184,862.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,904,385.78
Special City Allotment Fund													
Transfer from Cities Distribution	41,666.67	41,666.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83,333.34
Transfer from Counties Distribution	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfer from Highway Fund Distribution	41,666.67	41,666.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83,333.34
Subtotal - Distribution to Small City Allotment Fund	83,333.34	83,333.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	166,666.68
Total - Distributions to Highway Division	30,712,260.45	22,069,544.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	52,781,805.42
Total Distributions	51,075,093.72	36,682,561.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87,757,655.42

OREGON STATE HIGHWAY FUND APPORTIONMENT, GROSS RECEIPTS DISTRIBUTION-FISCAL YEAR 1992-93

	Jul 93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_amt	Nov_93_...	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar 94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_93_94Amt
-- PUC	17,844,242.20	12,448,369.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30,292,611.52
	31,369,412.25	23,357,808.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	54,747,220.81
, Operator Fees and HB3446	1,794,197.59	731,455.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,525,652.75
tions -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
es	9,076.68	107,538.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	116,615.34
	38,165.00	37,390.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75,555.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
s Weighmasters Fees	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	51,075,093.72	36,682,561.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87,757,655.42

Fees -- PUC	4,350,426.25	3,034,912.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,385,338.69
Tax	7,652,736.71	5,694,633.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,347,372.44
s and Operator Fees	437,425.37	178,328.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	615,754.14
Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t Fees	2,212.89	26,217.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28,430.82
ee	9,304.63	9,115.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,420.31
o Counties	12,452,107.85	8,943,208.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21,395,316.40
very-HB 3446	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
cial City Allotment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
s: Adj-Incorrect Trans Weighmastr Fees	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
on to Counties	12,452,107.85	8,943,208.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21,395,316.40
Fees -- PUC	2,778,348.51	1,938,211.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,716,559.61
Tax	4,887,331.48	3,636,810.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,524,142.28
s and Operator Fees	279,356.56	113,887.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	393,244.13
Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t Fees	1,413.24	16,743.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,157.01
Fees	5,942.29	5,821.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,763.91
to Cities	7,952,392.00	5,711,474.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,663,866.94
cial City Allotment	-41666.67	-41666.67											-83,333.34
ss:Adj													0.00
on to Cities	7,910,725.42	5,669,808.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,580,533.60
Cities and Counties	20,362,633.27	14,613,016.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	34,975,650.00
ration Fees -- PUC	9,184,686.38	6,407,353.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,592,039.90
Fuels Tax	14,660,599.38	10,909,394.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25,569,993.63
Licenses and Operator Fees	1,077,415.65	439,238.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,516,654.47
Load Violations -- Weighmasters	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
essment Fees	5,450.55	64,576.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	70,027.52
ment Fees	22,918.08	22,452.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45,370.78
on to Highway Fund	24,951,070.04	17,843,016.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42,794,086.30
to Special City Allotment	-41666.67	-41666.67											-83,333.34
bution to Highway Fund	24,909,403.37	17,801,349.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42,710,752.96
d													
ration Fees -- PUC	1,530,781.06	1,067,892.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,598,673.31
Fuels Tax	4,188,742.68	3,116,969.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,305,712.47
on to Modernization Fund	5,719,523.74	4,184,862.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,904,385.78
ent Fund													
Cities Distribution	41,666.67	41,666.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83,333.34
Counties Distribution	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Highway Fund Distribution	41,666.67	41,666.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83,333.34
on to Small City Allotment Fund	83,333.34	83,333.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	166,666.68
Highway Division	30,712,260.45	22,069,544.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	52,781,805.42
	51,075,093.72	36,682,561.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87,757,655.42

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO COUNTIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_9
TREASURER, BAKER COUNTY	82,828.23	59,487.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, BENTON COUNTY	267,624.51	192,210.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, CLACKAMAS COUNTY	1,256,959.00	902,758.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, CLATSOP COUNTY	149,375.01	107,282.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, COLUMBIA COUNTY	195,092.96	140,117.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, COOS COUNTY	289,537.45	207,948.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, CROOK COUNTY	81,813.18	58,758.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, CURRY COUNTY	112,520.53	80,813.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, DESCHUTES COUNTY	442,079.44	317,505.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, DOUGLAS COUNTY	466,083.38	334,745.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, GILLIAM COUNTY	12,050.70	8,654.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, GRANT COUNTY	43,764.98	31,432.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, HARNEY COUNTY	38,669.41	27,772.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, HOOD RIVER COUNTY	90,323.37	64,871.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, JACKSON COUNTY	674,481.65	484,418.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, JEFFERSON COUNTY	70,473.02	50,614.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, JOSEPHINE COUNTY	331,633.68	238,182.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, KLAMATH COUNTY	294,466.54	211,488.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, LAKE COUNTY	41,584.64	29,866.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, LANE COUNTY	1,222,341.67	877,896.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, LINCOLN COUNTY	187,520.68	134,678.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, LINN COUNTY	428,660.45	307,867.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, MALHEUR COUNTY	141,421.08	101,569.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, MARION COUNTY	984,279.53	706,917.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, MORROW COUNTY	44,751.61	32,140.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, MULTNOMAH COUNTY	2,069,179.12	1,486,101.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, POLK COUNTY	204,865.88	147,136.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, SHERMAN COUNTY	12,895.22	9,261.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, TILLAMOOK COUNTY	112,658.57	80,912.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, UMATILLA COUNTY	298,161.33	214,141.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, UNION COUNTY	116,938.03	83,985.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, WALLOWA COUNTY	42,149.01	30,271.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, WASCO COUNTY	108,947.54	78,247.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, WASHINGTON COUNTY	1,228,984.17	882,666.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, WHEELER COUNTY	8,814.71	6,330.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TREASURER, YAMHILL COUNTY	298,177.57	214,153.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Total - County Distributions	12,452,107.85	8,943,208.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO COUNTIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_93-94_Amt
ER COUNTY	82,828.23	59,487.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	142,316.16
TON COUNTY	267,624.51	192,210.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	459,834.68
CKAMAS COUNTY	1,256,959.00	902,758.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,159,717.52
TSOP COUNTY	149,375.01	107,282.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	256,657.41
UMBIA COUNTY	195,092.96	140,117.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	335,210.37
S COUNTY	289,537.45	207,948.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	497,485.68
OK COUNTY	81,813.18	58,758.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	140,572.09
RRY COUNTY	112,520.53	80,813.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	193,333.72
SCHUTES COUNTY	442,079.44	317,505.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	759,584.61
UGLAS COUNTY	466,083.38	334,745.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	800,828.38
LIAM COUNTY	12,050.70	8,654.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20,705.61
ANT COUNTY	43,764.98	31,432.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75,197.35
RNEY COUNTY	38,669.41	27,772.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66,442.11
OD RIVER COUNTY	90,323.37	64,871.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	155,194.38
CKSON COUNTY	674,481.65	484,418.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,158,900.04
FFERSON COUNTY	70,473.02	50,614.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	121,087.33
SEPHINE COUNTY	331,633.68	238,182.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	569,815.78
AMATH COUNTY	294,466.54	211,488.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	505,954.88
KE COUNTY	41,584.64	29,866.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	71,451.08
NE COUNTY	1,222,341.67	877,896.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,100,237.73
NCOLN COUNTY	187,520.68	134,678.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	322,199.61
N COUNTY	428,660.45	307,867.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	736,527.99
LHEUR COUNTY	141,421.08	101,569.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	242,990.89
RION COUNTY	984,279.53	706,917.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,691,197.36
RROW COUNTY	44,751.61	32,140.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	76,892.59
LTNOMAH COUNTY	2,069,179.12	1,486,101.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,555,280.96
LK COUNTY	204,865.88	147,136.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	352,002.28
ERMAN COUNTY	12,895.22	9,261.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,156.67
LLAMOOK COUNTY	112,658.57	80,912.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	193,570.90
MATILLA COUNTY	298,161.33	214,141.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	512,303.30
NION COUNTY	116,938.03	83,985.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	200,923.91
ALLOWA COUNTY	42,149.01	30,271.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	72,420.79
ASCO COUNTY	108,947.54	78,247.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	187,194.58
ASHINGTON COUNTY	1,228,984.17	882,666.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,111,650.93
HEELER COUNTY	8,814.71	6,330.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,145.52
AMHILL COUNTY	298,177.57	214,153.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	512,331.21
istributions	12,452,107.85	8,943,208.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21,395,316.40

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OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94
CITY OF ADAIR VILLAGE	2,377.55	1,704.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ADAMS	1,006.71	721.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ADRIAN	578.32	414.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ALBANY	146,204.25	104,788.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF AMITY	5,012.13	3,592.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ANTELOPE	149.98	107.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ARLINGTON	2,034.84	1,458.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ASHLAND	74,205.22	53,184.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ASTORIA	42,838.71	30,703.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ATHENA	4,305.29	3,085.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF AUMSVILLE	7,261.16	5,204.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF AURORA	2,660.28	1,906.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BAKER	39,741.47	28,483.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BANDON	10,247.02	7,344.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BANKS	2,420.39	1,734.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BARLOW	514.06	368.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BAY CITY	4,369.55	3,131.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BEAVERTON	245,495.82	175,952.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BEND	113,394.08	81,272.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BOARDMAN	6,275.87	4,498.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BONANZA	1,456.52	1,043.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BROOKING	21,003.82	15,053.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BROWNSVILLE	5,504.77	3,945.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BURNS	12,444.65	8,919.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF BUTTE FALLS	1,756.39	1,258.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CANBY	40,996.65	29,383.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CANNON BEACH	5,376.26	3,853.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CANYON CITY	2,677.42	1,918.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CANYONVILLE	5,230.61	3,748.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CARLTON	5,569.03	3,991.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CASCADE LOCKS	4,176.77	2,993.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CAVE JUNCTION	5,037.83	3,610.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CENTRAL POINT	33,050.07	23,687.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CHILOQUIN	2,934.45	2,103.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CLATSKANIE	7,758.09	5,560.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COBURG	3,191.48	2,287.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COLUMBIA CITY	4,729.39	3,389.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CONDON	3,067.25	2,198.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COOS BAY	64,536.52	46,254.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COQUILLE	17,658.12	12,656.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CORNELIUS	27,181.16	19,481.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CORVALLIS	196,115.63	140,560.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COTTAGE GROVE	32,021.94	22,950.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF COVE	2,249.03	1,611.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CRESWELL	10,525.47	7,543.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF CULVER	2,548.90	1,826.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DALLAS	40,953.81	29,352.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DAYTON	6,554.32	4,697.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DAYVILLE	599.74	429.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DEPOE BAY	3,834.06	2,747.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DETROIT	1,456.52	1,043.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DONALD	1,542.19	1,105.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DRAIN	4,455.23	3,193.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_92-93_Amt	F
AGE	2,377.55	1,704.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,081.60	
	1,006.71	721.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,728.24	
	578.32	414.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	992.82	
	146,204.25	104,788.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250,992.37	
	5,012.13	3,592.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,604.44	
	149.98	107.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	257.44	
N	2,034.84	1,458.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,493.26	
	74,205.22	53,184.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	127,389.90	
	42,838.71	30,703.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	73,542.25	
	4,305.29	3,085.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,391.00	
E	7,261.16	5,204.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,465.41	
	2,660.28	1,906.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,566.97	
	39,741.47	28,483.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	68,225.15	
	10,247.02	7,344.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17,591.31	
	2,420.39	1,734.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,155.14	
	514.06	368.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	882.50	
	4,368.55	3,131.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,501.31	
ON	245,495.82	175,952.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	421,448.61	
	113,394.08	81,272.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	194,666.36	
N	6,275.87	4,498.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,773.94	
	1,456.52	1,043.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,500.44	
	21,003.82	15,053.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36,057.77	
LLE	5,504.77	3,945.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,450.18	
	12,444.65	8,919.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21,364.03	
LS	1,756.39	1,258.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,015.24	
	40,996.65	29,383.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	70,379.94	
EACH	5,376.26	3,853.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,229.55	
ITY	2,677.42	1,918.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,596.39	
LLE	5,230.61	3,748.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,979.51	
	5,569.03	3,991.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,560.49	
LOCKS	4,176.77	2,993.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,170.37	
CTION	5,037.83	3,610.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,648.57	
POINT	33,050.07	23,687.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	56,737.85	
N	2,934.45	2,103.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,037.64	
IE	7,758.09	5,560.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,318.50	
	3,191.48	2,287.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,478.89	
CITY	4,729.39	3,389.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,119.06	
	3,067.25	2,198.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,265.62	
	64,536.52	46,254.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	110,791.41	
	17,658.12	12,656.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30,314.12	
S	27,181.16	19,481.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	46,662.56	
S	196,115.63	140,560.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	336,676.45	
GROVE	32,021.94	22,950.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	54,972.84	
	2,249.03	1,611.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,860.97	
L	10,525.47	7,543.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,069.33	
	2,548.90	1,826.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,375.76	
	40,953.81	29,352.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	70,306.40	
	6,554.32	4,697.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,251.96	
C	599.74	429.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,029.59	
Y	3,834.06	2,747.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,582.03	
	1,456.52	1,043.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,500.44	
	1,542.19	1,105.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,647.52	
	4,455.23	3,193.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,648.40	

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OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_9
CITY OF DUFUR	2,291.87	1,642.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DUNDEE	7,282.58	5,219.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DUNES	4,947.87	3,546.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF DURHAM	3,298.58	2,364.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF EAGLE POINT	13,172.90	9,441.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ECHO	2,141.94	1,535.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ELGIN	6,854.19	4,912.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ELKTON	749.68	537.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ENTERPRISE	8,225.03	5,895.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ESTACADA	8,674.84	6,217.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF EUGENE	507,197.52	363,520.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF FAIRVIEW	13,515.61	9,686.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF FALLS CITY	3,512.77	2,517.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF FLORENCE	23,479.90	16,828.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF FOREST GROVE	59,275.93	42,484.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF FOSSIL	2,013.42	1,443.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GARIBALDI	3,876.90	2,778.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GASTON	2,463.23	1,765.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GATES	2,141.94	1,535.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GEARHART	4,476.65	3,208.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GERVAIS	4,348.13	3,116.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GLADSTONE	44,637.94	31,993.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GLENDALE	3,062.97	2,195.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GOLD BEACH	6,875.61	4,927.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GOLD HILL	4,433.81	3,177.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GRANITE	42.84	30.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GRANTS PASS	76,188.65	54,606.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GRASS VALLEY	685.42	491.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF GRESHAM	305,118.74	218,685.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HAINES	1,756.39	1,258.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HALFWAY	1,357.99	973.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HALSEY	2,870.19	2,057.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HAMMOND	2,613.16	1,872.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HAPPY VALLEY	7,068.39	5,066.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HARRISBURG	8,332.13	5,971.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HELIX	685.42	491.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HEPPNER	6,040.26	4,329.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HERMISTON	43,494.15	31,173.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HILLSBORO	173,124.09	124,082.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HINES	6,104.52	4,375.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HOOD RIVER	20,198.45	14,476.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HUBBARD	8,117.94	5,818.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF HUNTINGTON	2,313.29	1,657.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF IDANHA	1,220.90	875.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF IMBLER	1,285.16	921.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF INDEPENDENCE	18,896.16	13,543.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF IONE	1,092.39	782.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF IRRIGON	3,525.63	2,526.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ISLAND CITY	3,212.90	2,302.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF JACKSONVILLE	8,374.97	6,002.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF JEFFERSON	7,775.23	5,572.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF JOHN DAY	7,989.42	5,726.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF JOHNSON CITY	2,613.16	1,872.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_92-93_Amt	F
2,291.87	1,642.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,934.51	
7,282.58	5,219.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,502.18	
4,947.87	3,546.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,494.13	
3,298.58	2,364.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,662.75	
13,172.90	9,441.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,614.24	
2,141.94	1,535.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,677.12	
6,854.19	4,912.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,766.76	
749.66	537.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,286.99	
8,225.03	5,895.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,120.11	
8,674.84	6,217.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,892.31	
507,197.52	363,520.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	870,718.25	
13,515.61	9,686.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23,202.58	
3,512.77	2,517.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,030.46	
23,479.90	16,828.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40,308.51	
59,275.93	42,484.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	101,760.42	
2,013.42	1,443.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,456.49	
3,876.90	2,778.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,655.57	
2,463.23	1,765.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,228.68	
2,141.94	1,535.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,677.12	
4,476.65	3,208.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,685.17	
4,348.13	3,116.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,464.54	
44,637.94	31,993.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	76,631.03	
3,062.97	2,195.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,258.27	
6,875.61	4,927.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,803.53	
4,433.81	3,177.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,611.63	
42.84	30.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	73.54	
76,188.65	54,606.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	130,794.90	
685.42	491.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,176.68	
305,118.74	218,685.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	523,804.72	
1,756.39	1,258.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,015.24	
1,357.99	973.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,331.29	
2,870.19	2,057.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,927.33	
2,613.16	1,872.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,486.08	
7,068.39	5,066.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,134.47	
8,332.13	5,971.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,303.97	
685.42	491.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,176.68	
6,040.26	4,329.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,369.46	
43,494.15	31,173.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	74,667.46	
173,124.09	124,082.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	297,206.31	
6,104.52	4,375.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,479.77	
20,198.45	14,476.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	34,675.17	
8,117.94	5,818.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,936.26	
2,313.29	1,657.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,971.28	
1,220.90	875.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,095.95	
1,285.16	921.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,206.27	
18,896.16	13,543.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32,439.49	
1,092.39	782.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,875.33	
3,525.63	2,526.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,052.53	
3,212.90	2,302.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,515.67	
8,374.97	6,002.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,377.51	
7,775.23	5,572.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,347.92	
7,989.42	5,726.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,715.63	
2,613.16	1,872.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,486.08	

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OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Ju
CITY OF JORDAN VALLEY	1,585.03	1,136.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF JOSEPH	4,707.97	3,374.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF JUNCTION CITY	15,816.05	11,335.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF KEIZER	97,629.43	69,973.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF KING CITY	8,824.78	6,324.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF KLAMATH FALLS	77,066.85	55,235.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LA GRANDE	51,119.44	36,638.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LAFAYETTE	5,547.61	3,976.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LAKE OSWEGO	136,625.51	97,922.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LAKESIDE	6,018.84	4,313.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LAKEVIEW	10,902.45	7,814.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LEBANON	47,443.88	34,004.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LEXINGTON	1,220.90	875.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LINCOLN CITY	25,810.33	18,498.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LONEROCK	42.84	30.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LONG CREEK	1,049.55	752.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LOSTINE	985.29	706.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LOWELL	3,362.84	2,410.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF LYONS	4,091.10	2,932.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MADRAS	15,293.42	10,961.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MALIN	3,105.81	2,226.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MANZANITA	2,720.26	1,949.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MAUPIN	1,970.58	1,412.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MAYWOOD PARK	3,341.42	2,394.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MCMINNVILLE	79,744.27	57,154.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MEDFORD	213,795.17	153,232.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MERRILL	3,555.61	2,548.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF METOLIUS	1,970.58	1,412.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MILL CITY	6,704.26	4,805.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MILLERSBURG	3,062.97	2,195.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MILTON-FREEWATER	24,126.76	17,292.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MILWAUKIE	83,865.35	60,108.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MITCHELL	706.84	506.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MOLALLA	15,636.13	11,206.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MONMOUTH	27,930.84	20,018.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MONROE	1,992.00	1,427.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MONUMENT	664.00	475.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MORO	1,220.90	875.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MOSIER	1,092.39	782.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MT ANGEL	12,166.19	8,719.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MT VERNON	2,313.29	1,657.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MYRTLE CREEK	13,267.15	9,508.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF MYRTLE POINT	11,480.78	8,228.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF NEHALEM	1,006.71	721.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF NEWBERG	57,810.84	41,434.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF NEWPORT	36,584.26	26,220.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF NORTH BEND	41,682.07	29,874.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF NORTH PLAINS	4,369.55	3,131.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF NORTH POWDER	1,970.58	1,412.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF NYSSA	11,335.12	8,124.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF OAKLAND	3,641.29	2,609.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF OAKRIDGE	13,288.57	9,524.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ONTARIO	40,602.53	29,100.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_92-93_Amt	F
1,585.03	1,136.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,721.06	
4,707.97	3,374.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,082.29	
15,816.05	11,335.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27,151.80	
97,629.43	69,973.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	167,602.80	
8,824.76	6,324.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,149.71	
77,086.85	55,235.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	132,302.52	
51,119.44	36,638.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87,757.98	
5,547.61	3,976.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,523.72	
136,625.51	97,922.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	234,548.32	
6,018.84	4,313.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,332.69	
10,902.45	7,814.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,716.50	
47,443.88	34,004.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	81,448.05	
1,220.90	875.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,095.95	
25,810.33	18,498.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44,309.21	
42.84	30.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	73.54	
1,049.55	752.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,801.79	
985.29	706.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,691.47	
3,362.84	2,410.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,773.07	
4,091.10	2,932.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,023.29	
15,293.42	10,961.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26,254.58	
3,105.81	2,226.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,331.82	
2,720.26	1,949.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,669.93	
1,970.58	1,412.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,382.94	
3,341.42	2,394.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,736.30	
79,744.27	57,154.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	136,898.91	
213,795.17	153,232.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	367,027.34	
3,555.61	2,548.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,104.00	
1,970.58	1,412.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,382.94	
6,704.26	4,805.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,509.36	
3,062.97	2,195.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,258.27	
24,126.76	17,292.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41,418.99	
83,865.35	60,108.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	143,973.67	
706.84	506.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,213.45	
15,636.13	11,206.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26,842.92	
27,930.84	20,018.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	47,949.55	
1,992.00	1,427.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	[illegible].419.71	
664.00	475.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,1[illegible].90	
1,220.90	875.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,095.95	
1,092.39	782.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,875.33	
12,166.19	8,719.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20,886.00	
2,313.29	1,657.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,971.28	
13,267.15	9,508.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,776.04	
11,480.78	8,228.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19,709.33	
1,008.71	721.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,728.24	
57,810.84	41,434.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	99,245.27	
36,584.26	26,220.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62,805.08	
41,682.07	29,874.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	71,556.62	
4,369.55	3,131.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,501.31	
1,970.58	1,412.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,382.94	
11,335.12	8,124.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19,459.28	
3,641.29	2,609.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,251.09	
13,288.57	9,524.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,812.81	
40,602.53	29,100.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	69,703.35	

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OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun
CITY OF OREGON CITY	71,797.68	51,459.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF PAISLEY	1,456.52	1,043.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF PENDLETON	66,142.97	47,406.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF PHILOMATH	13,022.97	9,333.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF PHOENIX	13,716.96	9,831.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF PILOT ROCK	6,434.37	4,611.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF PORT ORFORD	4,326.71	3,101.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF PORTLAND	1,967,727.78	1,410,318.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF POWERS	2,913.03	2,087.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF PRAIRIE CITY	4,819.36	3,454.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF PRESCOTT	278.45	199.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF PRINEVILLE	23,625.55	16,933.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF RAINIER	7,175.48	5,142.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF RAJNEESHPURAM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF REDMOND	35,847.44	25,692.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF REEDSPORT	20,712.52	14,845.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF RICHLAND	728.26	521.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF RIDDLE	4,883.61	3,500.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF RIVERGROVE	1,263.74	905.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ROCKAWAY	4,519.48	3,239.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ROGUE RIVER	7,561.03	5,419.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ROSEBURG	79,354.43	56,875.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF RUFUS	1,285.16	921.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SALEM	478,067.20	342,642.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SANDY	18,313.55	13,125.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SCAPPOOSE	15,301.99	10,967.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SCIO	2,733.11	1,958.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SCOTTS MILLS	1,263.74	905.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SEASIDE	23,505.60	16,847.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SENECA	813.94	583.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SHADY COVE	5,933.16	4,252.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SHANIKO	107.10	76.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SHERIDAN	18,570.58	13,309.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SHERWOOD	15,589.01	11,173.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SILETZ	4,390.97	3,147.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SILVERTON	25,925.99	18,581.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SISTERS	3,084.39	2,210.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SODAVILLE	878.19	629.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SPRAY	664.00	475.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SPRINGFIELD	194,402.08	139,332.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ST HELENS	33,084.34	23,712.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF ST PAUL	1,370.84	982.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF STANFIELD	6,768.52	4,851.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF STAYTON	23,008.67	16,490.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SUBLIMITY	6,897.03	4,943.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SUMMERVILLE	492.65	353.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SUMPTER	535.48	383.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SUTHERLIN	22,091.92	15,833.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF SWEET HOME	29,880.00	21,415.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF TALENT	15,554.74	11,148.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF TANGENT	2,784.52	1,995.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF THE DALLES	48,724.75	34,922.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF TIGARD	133,969.51	96,019.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

AME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_92-93_Amt	F
TY	71,797.68	51,459.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	123,256.82	
	1,456.52	1,043.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,500.44	
	66,142.97	47,406.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	113,549.24	
	13,022.97	9,333.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,356.85	
	13,716.96	9,831.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23,548.23	
	6,434.37	4,611.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,046.04	
RD	4,326.71	3,101.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,427.77	
	1,967,727.78	1,410,318.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,378,045.86	
	2,913.03	2,087.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,000.87	
TY	4,819.36	3,454.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,273.51	
	278.45	199.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	478.02	
	23,625.55	16,933.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40,558.55	
	7,175.48	5,142.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,318.32	
PURAM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	35,847.44	25,692.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	61,540.16	
T	20,712.52	14,845.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35,557.68	
	728.26	521.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,250.22	
	4,883.61	3,500.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,383.81	
	1,263.74	905.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,169.49	
VE	4,519.48	3,239.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,758.70	
Y	7,561.03	5,419.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,980.21	
VER	79,354.43	56,875.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	136,229.67	
G	1,285.16	921.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,206.27	
	478,067.20	342,642.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	820,709.52	
	18,313.55	13,125.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31,439.31	
	15,301.99	10,967.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26,269.30	
SE	2,733.11	1,958.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,692.00	
	1,263.74	905.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,169.49	
ILLS	23,505.60	16,847.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40,352.63	
	813.94	583.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,397.31	
	5,933.16	4,252.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,185.60	
VE	107.10	76.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	183.86	
	18,570.58	13,309.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31,880.57	
N	15,589.01	11,173.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26,762.03	
OD	4,390.97	3,147.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,538.08	
	25,925.99	18,581.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44,507.77	
ON	3,084.39	2,210.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,295.05	
	878.19	629.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,507.61	
LE	664.00	475.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,139.90	
	194,402.08	139,332.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	333,734.75	
ELD	33,084.34	23,712.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	56,796.69	
NS	1,370.84	982.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,353.35	
	6,768.52	4,851.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,619.68	
LD	23,008.67	16,490.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39,499.54	
N	6,897.03	4,943.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,840.30	
TY	492.65	353.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	845.74	
RVILLE	535.48	383.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	919.27	
R	22,091.92	15,833.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37,925.74	
LIN	29,880.00	21,415.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51,295.72	
HOME	15,554.74	11,148.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26,703.20	
	2,784.52	1,995.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,780.25	
T	48,724.75	34,922.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83,646.96	
LLES	133,969.51	96,019.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	229,988.70	

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OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

NAME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_A
CITY OF TILLAMOOK	17,692.39	12,680.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF TOLEDO	13,926.87	9,981.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF TROUTDALE	35,106.33	25,161.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF TUALATIN	71,313.61	51,112.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF TURNER	5,526.19	3,960.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF UKIAH	1,070.97	767.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF UMATILLA	13,194.32	9,456.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF UNION	8,010.84	5,741.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF UNITY	471.23	337.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF VALE	6,404.39	4,590.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF VENETA	10,859.61	7,783.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF VERNONIA	7,818.07	5,603.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WALDPORT	6,897.03	4,943.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WALLOWA	3,255.74	2,333.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WARRENTON	11,630.71	8,336.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WASCO	1,606.45	1,151.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WATERLOO	813.94	583.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WEST LINN	73,511.23	52,687.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WESTFIR	1,199.46	859.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WESTON	2,677.42	1,918.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WHEELER	1,456.52	1,043.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WILLAMINA	7,496.77	5,373.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WILSONVILLE	39,111.75	28,032.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WINSTON	16,480.05	11,811.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WOOD VILLAGE	12,551.74	8,996.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF WOODBURN	57,939.36	41,526.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF YACHATS	2,484.65	1,780.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF YAMHILL	3,726.97	2,671.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CITY OF YONCALLA	3,984.00	2,855.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Total - Distributions to Cities	7,910,725.42	5,669,808.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

OREGON STATE HIGHWAY FUND APPORTIONMENT, DISTRIBUTION TO CITIES-FISCAL YEAR 1993-94

AME	Jul_93_Amt	Aug_93_Amt	Sep_93_Amt	Oct_93_Amt	Nov_93_Amt	Dec_93_Amt	Jan_94_Amt	Feb_94_Amt	Mar_94_Amt	Apr_94_Amt	May_94_Amt	Jun_94_Amt	FY_92-93_Amt	F
	17,692.39	12,680.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30,372.95	
	13,926.87	9,981.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23,908.59	
	35,106.33	25,161.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60,267.88	
	71,313.61	51,112.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	122,425.80	
	5,526.19	3,960.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,486.95	
	1,070.97	767.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,838.56	
	13,194.32	9,456.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,651.01	
	8,010.84	5,741.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,752.40	
	471.23	337.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	808.97	
	6,404.39	4,590.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,994.57	
	10,859.61	7,783.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,642.96	
	7,818.07	5,603.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,421.47	
	6,897.03	4,943.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,840.30	
	3,255.74	2,333.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,589.21	
N	11,630.71	8,336.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19,966.71	
	1,606.45	1,151.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,757.83	
	813.94	583.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,397.31	
	73,511.23	52,687.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	126,198.51	
	1,199.48	859.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,059.18	
	2,677.42	1,918.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,596.39	
	1,456.52	1,043.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,500.44	
	7,496.77	5,373.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,869.89	
LE	39,111.75	28,032.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	67,144.08	
	16,480.05	11,811.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28,291.70	
AGE	12,551.74	8,996.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21,547.88	
N	57,939.36	41,526.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	99,465.90	
	2,484.65	1,780.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,265.46	
	3,726.97	2,671.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,398.18	
	3,984.00	2,855.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,839.43	
to Cities	7,910,725.42	5,669,808.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,580,533.60	

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•••••••••• Receipts ••••••••••	Aug_93_Amt
Motor Transportation Fees -- PUC	
Motor Vehicles Fuels Tax	12,448,369.32
DMV License Registrations, Operator Fees and HB3446	23,357,808.56
Fines for Truck Load Violations -- Weighmasters	731,455.16
Road Use Assessment Fees	0.00
Unitary Assessment Fees	107,538.66
Adjustments - HB3446	37,390.00
Adjustment-Incorrect Trans Weighmasters Fees	0.00
Total Receipts	0
•••••••••• Distributions ••••••••••	36,682,561.70
Counties	
Motor Transportation Fees -- PUC	
Motor Vehicles Fuels Tax	3,034,912.44
Motor Vehicle Licenses and Operator Fees	5,694,633.73
Fines for Truck Load Violations -- Weighmasters	178,328.77
Road Use Assessment Fees	0.00
Unitary Assessment Fees	26,217.93
Subtotal - Distribution to Counties	9,115.68
Less: DMV Cost Recovery-HB 3446	8,943,208.55
Less: Transfer to Special City Allotment	0.00
Less: Adj-Incorrect Trans Weighmastr Fees	0.00
Subtotal - Net Distribution to Counties	0.00
	8,943,208.55
Cities	
Motor Transportation Fees -- PUC	
Motor Vehicles Fuels Tax	1,938,211.10
Motor Vehicle Licenses and Operator Fees	3,636,810.79
Fines for Truck Load Violations -- Weighmasters	113,887.57
Road Use Assessment Fees	0.00
Unitary Assessment Fees	16,743.77
Subtotal - Distribution to Cities	5,821.62
Less: Transfer to Special City Allotment	5,711,474.85
Less: Adj-Incorrect Trans Weighmastr Fees	-41666.67
Subtotal - Net Distribution to Cities	5,669,808.18
Total - Distributions to Cities and Counties	14,613,016.73
Highway Division	
Highway Fund	
Motor Transportation Fees -- PUC	
Motor Vehicles Fuels Tax	6,407,353.52
Motor Vehicle Licenses and Operator Fees	10,909,394.25
Fines for Truck Load Violations -- Weighmasters	439,238.82
Road Use Assessment Fees	0.00
Unitary Assessment Fees	64,576.97
Subtotal - Distribution to Highway Fund	22,452.70
Less: Transfer to Special City Allotment	17,843,016.26
Subtotal - Net Distribution to Highway Fund	-41666.67
	17,801,349.59
Modernization Fund	
Motor Transportation Fees -- PUC	
Motor Vehicles Fuels Tax	1,067,892.25
Subtotal - Distribution to Modernization Fund	3,116,969.79
	4,184,862.04
Special City Allotment Fund	
Transfer from Cities Distribution	41,666.67
Transfer from Counties Distribution	0.00
Transfer from Highway Fund Distribution	41,666.67
Subtotal - Distribution to Small City Allotment Fund	83,333.34
Total - Distributions to Highway Division	22,069,544.97
Total Distributions	36,682,561.70

EXHIBIT Q
MINUTES OF 9/15/93

REPORT OF CONDEMNATION CASES SETTLED

State v. Holley, W. Lawrence, et al

L - 9841
R - 6027100
Section: Silverton Road - State Street
Highway: Pacific
County: Marion
State's Deposit: $39,000
Settlement: $50,000
Justification: The State deposited $39,000 as just compensation for land and improvements. There were two fee areas, a permanent easement for slopes and retaining wall and a temporary work easement. A decision was made to revise the acquisition to place a full retaining wall along the north property line. This reduced the area required for permanent easement for slopes and maintained the entire parking lot.

Because of the revision, a new appraisal was ordered. Lau prepared a new appraisal and Haskell revised his original. The two appraisers differed in their valuation of the commercial lot: Lau was at $6 per sq. ft. for a compensation value of $50,800 and Haskell was at $3.50 per sq. ft. for a value of $29,600. The review appraiser reviewed to Haskell.

After discussion with Right of Way Administration, an offer was made based on Haskell's appraisal, but this was rejected by the owners. The owners were later offered Lau's value of $50,000 and they accepted.
State's Attorney: Roger R. Warren

REPORT OF CASES DISMISSED/OPTIONED

State v. Braun, Roman and Ann

L - 9906
R - 57115
Section: Mt. Hood - Lone Prairie Rd.
Highway: Mt. Hood
Amt. of Complaint: $5,500
Optioned Amount: $12,000
Remarks: Subject property acquired by ROW through Option and Deed. The original offer to the property owner was for a strip of land along HWY 35 that was developed as a pear

11640

orchard. There were gravel and irrigation pipe improvements in the area of the taking.

The State's appraiser valued the land as agricultural and then added a unit value of the trees to arrive at the valuation with which the property owners disagreed. Based upon further comparison of other orchard valuations (on a per acre basis as is local practice), the per acre value was determined to be $10,000. The property owners agreed to $12,000 as settlement for the land, acquisition damages, and improvements within the taking.

State v. Dodenhoff, Lloyd and Marci

L - 9937
R - 6091054
Section: Sams Valley Hwy. Jct. - Shady Cove (N. Unit)
Highway: Crater Lake
Amt. of Complaint: $1,000
Optioned Amount: $2,200
Remarks: This file was settled through Option and Deed by Right of Way, Roseburg, shortly after the complaint was filed.

State v. West, Delores O. and Galen D.

L - 9953
R - 6181002
Section: Clearcreek Bridge #2A38
Highway: Baker-Copper
Amt. of Complaint: $100
Optioned Amount: $850
Remarks: The State filed a complaint with just compensation of $100 for .01 acre of land. The owner refused the State's offer and seemed unwilling to work toward settlement. After the complaint was filed there were further negotiations with the property owner. The owner stated he considered $1,000 a reasonable offer for the land the State was seeking to acquire. A settlement amount of $850 was agreed to. Acceptance of this settlement seems to be in the best interest of the State.

* * * * * * *

JTT0AA03/RW/cr

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STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES Transportation Commission Meeting Minutes
ARRANGEMENT OF RECORDS Chronological by Meeting Date
INDEX

INDEXING BEGINS WITH : July 1990 ENDS WITH Sept, 1993

FLASH CARDS:

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
Bell and Howell FileMaster	16mm ahu	21X	24	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 10 DAY OF MAY 1995 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joyce A. Wiebe

SIGNATURE OF CAMERA OPERATOR

END

OF

ROLL

ROLL NO.: 24

TRANSPORTATION COMMISSION MEETING MINUTES

LAST FILE:

Sept 15, 1993